

**Car carrier • Hoegh Osaka salvaged in the Solent**

£4.25

www.shipsmonthly.com

**WORLD NAVIES**

# Ships

## MONTHLY

APRIL 2015



# CUNARD AT 175

**Milestone marked for famous company**

- Cunarders through the ages
- On board Queen Elizabeth



**SILJA LINE** **BALTIC SEA INNOVATORS**

**Ferries** North to Alaska



**Laid up** Old ships in the Fal



**Dredger** On board UKD Bluefin

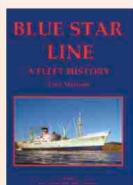


9 770037 394182

APR 2015 • Issue 3 • Vol 50 **£4.25**



## BLUE STAR



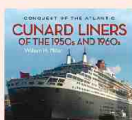
**Blue Star Line: A Fleet History** Tony Atkinson The eagerly awaited definitive fleet history of one of the most prominent and best loved of

British liner companies. **HB 288pp A4 Fully illustrated £37.00 [33367] H**

### Conquest of the Atlantic: Cunard Liners of the 1950s and 1960s

**William H Miller** This is the story of these great ships that are all still remembered with

much fondness; and of the life onboard them. **96pp. PB. 248 x 172 Illustrated in colour £19.99 [33727]**



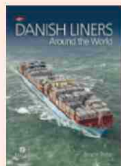
### Cruise Ships 5th Edn

**William Mayes** Brings the world's cruise fleets up to date to September 2014. A must for all modern ship enthusiasts. **HB. 286 colour photos**

**250x176mm. £24.00 [33732]**

### Danish Liners Around the World

**Bruce Peter** The remarkable story of Danish international liner shipping. **304pp. HB. Fully illustrated £37.00 [33733] H**

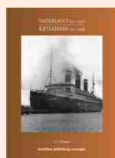


**Triumph of Great Tradition - The Story of Cunard's 175 Years** Flounders, Eric and Gallagher, Michael The full story of

Cunard with the history of the company and of the celebrities and film stars who have been associated with Cunard. **192pp. HB. A4 Illustrated £24.50 [33693] H**

### Vaterland 1913-1917 Leviathan 1917-1938

**Les Streater** completes his chronicle of the three great German transatlantic liners of the Imperator Class. **264pp. HB. 220x305mm 700+ photographs £48.00 [33721] H**



### P&O Orient Liners of the 1950s and 1960s

**Bill Miller A** nostalgic voyage through the 1950s and 1960s aboard their final

passenger liners. **128pp. PB. 170 x 248 mm, 170 illus. £19.99 [33720]**



### SS United States - Red, White, and Blue

**Riband, Forever John Maxtone-Graham** Definitive new book on America's greatest liner. **HB 240pp.**



**260x290mm Fully illus. £48.00 [33404] H**

### British India Steam Navigation Co Liners of the 1950s and 1960s

**William H Miller** Fabulously illustrated with unpublished photos throughout. **128pp. PB. £19.99 [33390]**



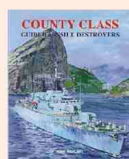
### Ports of Scotland Yearbook 2015

Now expanded, it includes detailed information on port and harbour authorities, plans,

photographs and useful contacts. A valuable reference guide to Scottish ports and shipping for ship enthusiasts. **308pp. PB. A4 Full colour £24.00 [33806] H**

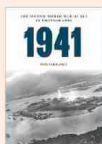
### County Class Guided Missile Destroyers

**Neil McCart** This superbly illustrated volume charts the career of all eight ships from design, through launch and throughout their service careers. **Over 200 photos. 280 pages 224pp. HB. £25.00 [33804]**



### Second World War at Sea in Photographs: 1941

**Phil Carradice** Continuing this series the third volume covers the naval conflict in 1941 right through to December 1941 and the Japanese attacks on Pearl Harbor. Many rarely seen images. **136pp. PB. 165 x 235 mm £14.99 [33827] Volumes for 1939 and 1940 are still available**



## New Haynes Manuals

*The Haynes Workshop Manual series has come a long way from its original concept, but although they are not now manuals in the true sense of the word, they offer fascinating insights into the design, construction and operation of these vessels*

### Fairey Swordfish Manual: 1934 to 1945 (All Marks) (Haynes Workshop Manuals)

**Jim Humberstone** Affectionately known as the Stringbag, the Fairey Swordfish biplane torpedo bomber was obsolete by 1939, but still achieved some spectacular successes during WW2. The centrepiece of this "manual" is Swordfish Mk II, LS326, based at RNAS Yeovilton. The author and Haynes have been given unique access to this rare aircraft. **160pp. HB. 216 x 279mm £21.99 [33826]**

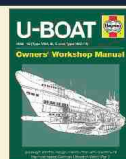
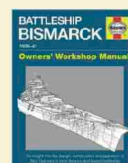


### Westland SAR Sea King

**Lee Howard** An insight into the design, construction and operation of the Royal Navy's classic search and rescue helicopter. The Royal Navy variant - the Sea King HU Mk 5, which is the main focus of this book - is estimated to have saved literally hundreds of lives. Author and photographer Lee Howard has been given privileged official access to offer fascinating insights into operating, flying and maintaining the Sea King. **160pp. HB. 270 x 210 mm £25.00 [33750]**

**Battleship Bismarck : Germany's Most Famous and Feared**

**Battleship Dr Angus Konstam** gives readers a detailed insight into her design, combat capability and short-lived fighting career that ended in her destruction by the Royal Navy in 1941. The anatomy of the Bismarck is examined in detail. Life on board is described and a final chapter reviews Robert Ballard's discovery of the wreck of the Bismarck. More than 200 archive photographs. **160pp. HB. 216 x 279mm £19.99 [33825] Due Feb 2015**



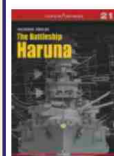
### U-Boat 1936-45 (Type VIIA, B, C & VIIC/41)

**Alan Gallop** An insight into the design, construction and operation of the

feared World War 2 German Type VIIC U-boat, the workhorse of the German U-boat force. Centrepiece is the sole surviving example of a Type VIIC U-boat, U-995, which is on display at the German Naval Memorial near Kiel in northern Germany. **160pp. HB. 270 x 210 mm £21.99 [33661]**

## NEW MODELLING BOOKS

*The Top Drawings and Super Drawings in 3D series from Kagero includes sheets of drawings, profiles, colour schemes, and in the case of the latter series, 3-D renders and a brief ship history. Five new titles have just been published:*



### Battleship Haruna

**Waldemar Goralski** 24pp. PB. 22 A4 sheets + 3 double B2 sheets **£14.99 [33823]**



### Battleship HMS Duke of York

**Witold Koszela** 32pp. PB. 4 double A2 sheet with colour scheme **£15.99 [33542]**



### Battleship USS Missouri

**Witold Koszela** 32pp. PB. 29 A4 drawing sheets and 5 double B2 sheets scheme, scales 1:100, 1:200, 1:250

**£15.99 [33820]**

### Super Drawings in 3D: Battleship USS Missouri

**Stefan Draminski** 80pp. PB. A4 80 pages 140 3D renders, blueprints in 1:350, 1:200, 1:100 and 1:50 scales **£14.99 [33544]**



**Super Drawings in 3D: The Japanese Aircraft Carrier Kaga** **Stefan Draminski** 80pp. PB. A4 120 renders, 1 double B2 sheet with scale

**drawings £14.99 [33821]**

*For a full list of all the available titles, please contact us.*



Ships Monthly  
Kelsey Media, Cudham Tithe Barn  
Berrys Hill, Cudham, Kent, TN16 3AG  
EDITORIAL  
Editor Nicholas Leach  
sm.ed@kelsey.co.uk  
Art Editor Mark Hyde  
ADVERTISEMENT SALES  
Talk Media – 01732 445325  
shipsmonthly.ads@kelsey.co.uk  
Production Supervisor: Sarah Willmott  
01733 353376  
Sarah.Willmott@kelsey.co.uk  
Production Manager: Karen Wayman  
MANAGEMENT  
Managing Director: Phil Weeden  
Chief Executive: Steve Wright  
Chairman: Steve Annetts  
Finance Director: Joyce Parker-Sarioglu  
Creative Directors:  
Vicky Ophield & Emma Dublin  
Retail Distribution Manager: Eleanor Brown  
Audience Development Manager:  
Andy Cotton  
Subs Marketing Manager: Dan Webb  
Brand Marketing Manager: Rebecca Gibson  
Events Manager: Kat Chappell  
Events Marketing Manager: Sarah Jackson  
KELSEY SHOP  
UK new subscriptions orderline: 0845 872 7385  
UK new subscriptions renewals: 0845 450 1019  
UK customer services: 0845 872 7388  
UK postal address:  
Freepost RSXY-XXGK-EUYS  
Kelsey Media, Market Harborough LE16 9EF  
Overseas order hotline: +44 (0) 1858 438856  
Overseas customer services:  
+44 (0) 1858 438857  
Overseas postal address: Kelsey Media, Unit 4,  
Tower House, Sovereign Park, Market Harborough  
LE16 9EF, UK  
Subscriptions  
UK £51.00 • Europe/USA/Canada £64.49 RoW £70.49  
www.kelseyshop.co.uk  
Back Issues: 0845 873 9270  
Books: 0845 450 4920  
CLASSIFIEDS  
Tel: 0906 802 0279  
(premium rate line, operated by Kelsey Publishing Ltd.  
Calls cost 61p per minute from a BT landline;  
other networks and mobiles may vary. Lines open  
Monday-Friday, 10am-4pm)  
ads@kelseyclassifieds.co.uk  
Kelsey Classifieds  
c/o Classified Central Media  
Central House, 4th Floor, 142 Central Street  
London, EC1V 8AR  
Fax: 020 7216 8557  
DISTRIBUTION  
Seymour Distribution Ltd, 2 East Poultry Avenue,  
London, EC1A 9PT  
www.seymour.co.uk  
Tel: 020 7429 4000  
PRINTING: William Gibbons & Sons Ltd

Kelsey Media 2015 © all rights reserved. Kelsey Media is a trading name of Kelsey Publishing Ltd. Reproduction in whole or in part is forbidden except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the editor must be the original work of the author and not previously published. Where photographs are included, which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. The editor cannot guarantee a personal response to all letters and emails received. The views expressed in the magazine are not necessarily those of the Editor or the Publisher. Kelsey Publishing Ltd accepts no liability for products and services offered by third parties.

Ships Monthly is available for licensing worldwide. For more information, contact bruce@bruceawfordlicensing.com

## Cunard celebrates 175 years

What is probably the best-known shipping company in the world is celebrating the 175th anniversary of its founding, and to mark Cunard's anniversary we have two special features in this issue. The first is a look at a dozen ships that have been operated by Cunard, showing the diversity of the company's operations during its time. This is particularly interesting, as it shows that the company is not just about liners and cruise ships. The second is an in-depth look at Queen Elizabeth, the cruise ship which is herself enjoying an anniversary this year, marking five years in service.

Various events have been organised by Cunard to celebrate the 175th anniversary, including a cruise on Queen Victoria in May to mark the 100th anniversary of the sinking of Lusitania. May will also see Cunard come to Liverpool, with the three Queens due to



meet on the famous Liverpool waterfront in a one-off event expected to be attended by thousands of people on the banks of the Mersey. On 4 July, the same date that the company's first ship, Britannia, departed on her maiden voyage, Queen Mary 2 will leave Liverpool and cross the Atlantic to Halifax, Sir Samuel Cunard's home town, before heading south to Boston and then on to New York.

Finally, on another note, the selection of photographs showing bulk carriers at Lough Foyle/Londonderry, published in the March issue, should have been credited to R. A. Armstrong from Londonderry. We apologise for omitting his name and not crediting some interesting and unusual images.

*Nicholas Leach*  
**Nicholas Leach**  
Editor  
sm.ed@kelsey.co.uk



*Queen Elizabeth, Queen Victoria and Queen Mary 2 will all be involved in Cunard's 175th anniversary celebrations during the year.*

**Subscribe to Ships Monthly • Find out how on page 20**  
**Ships Monthly is also available digitally • Please visit [www.pocketmags.com](http://www.pocketmags.com)**

## Contributors this month



### Conrad Waters

Conrad Waters has a longstanding interest in naval history and current affairs, having written his first article for Ships Monthly in 1981. He is currently editor of Seaforth World Naval Review.



### Peter Newall

Peter Newall has had a lifelong interest in ships. He has written five books and owns one of the largest collections of historic ship photographs, the Newall Dunn Collection.



### David Brown

David Brown spent 48 years in the marine industry, 33 years at sea going from Cadet to Captain, and then 15 years as a shoreside executive. He is retired in the rank of Commodore.



### Krispen Atkinson

Having been brought up in Truro, Cornwall with the ports of Falmouth, Penzance and Fowey close by, Krispen Atkinson is interested in all aspects of shipping, from small boats to large tankers.

**Data protection** Kelsey Media uses a multi-layered privacy notice, giving you brief details about how we would like to use your personal information. For full details, visit [www.kelsey.co.uk](http://www.kelsey.co.uk), or call 01959 543524. If you have any questions, please ask as submitting your details indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via direct mail, phone, email or SMS. You can opt out at ANY time via email: [data.controller@kelsey.co.uk](mailto:data.controller@kelsey.co.uk) or 01959 543524.

# Ships

## MONTHLY

# contents

Car carrier • Hoegh Osaka salvaged in the Solent



COVER The cruise ship Queen Elizabeth is the focus of Ship of the Month, to mark Cunard's 175th anniversary. FOTOFUTE

**ALSO AVAILABLE DIGITALLY**  
WWW.POCKETMAGS.COM

## Regulars

### 6 Waterfront

Full report on Hoegh Osaka salvaged from the Solent, Norman Atlantic legal issues, major refit for Saga Sapphire, naval work at Falmouth, and Tattershall Castle refit.



### 10 Ferry

Eurotunnel to sell MyFerryLink, trimaran fits out for Channel Islands service and Manx Government begin review. **Russell Plummer**

### 12 Cruise

Engine room fire on Insignia, change of scene for expedition ship, and Australian expansion for Princess Cruises. **William Mayes**

### 14 Naval

Kerch blaze proves fatal, Chinese naval ships come to Portsmouth, French navy goes overseas, and America's frigates. **Gary Davies**

### 16 Cargo

Latest Triple E's maiden call at Felixstowe, another Kamsarmax bulker completed, and new US-built crude carrier ready for service.

### 18 Preservation

Major refit for cruiser Aurora, brighter future for Galeb, SS Great Britain recognised, and end of the road for a Liberty. **Nick Hall**



### 53 Ships pictorial

A selection of ships pictured around the world, including the ill-fated Cemfjord.

**Subscribe today See page 20 for more info**



Normandie pictured arriving at Portsmouth Harbour for the first time since her refit, which included the fitting of scrubbers and a new funnel. MARITIME PHOTOGRAPHIC



## Features

### 22 World Navies in 2015

An overview of recent international naval developments, with details of some of the new warships entering service. **Conrad Waters**



### 28 Cunard at 175

To celebrate the 175th anniversary of Cunard Line, a dozen ships show the diversity of Cunard's operations. **Peter Newall**

### 38 'Giant vacuum cleaner'

Behind the scenes on board the suction dredger UKD Bluefin during a day operating at the Port of Southampton. **Michael Roussel**

### 42 Baltic Sea innovator

Profile of Silja Line, one of the big innovators of the ferry business from the 1960s to 1990s, now part of the burgeoning Tallink empire. **Kalle Id**

### 46 Maritime Mosaic

Shipping in the Bay of Gibraltar, a busy anchorage close to the major shipping channel through the Straits of Gibraltar. **Chris Brooks**

### 48 North to Alaska

The Alaska Marine Highway System linking Alaskan communities, Canada and the United States, and some of the ships operated. **David Brown**

### 56 Laid up in the Fal

For over 100 years the river Fal has been used as a lay-up berth by ships looking for work or nearing the end of their life. **Krispen Atkinson**



### 66 View from the Bridge

Captain Eugene Favier, master of the Rotterdam-Hull ferry Pride of Hull, answers the questions.

### 33 Ship of the Month QUEEN ELIZABETH



As part of Cunard's 175th anniversary we go behind the scenes on board the cruise ship Queen Elizabeth, which marks five years of service for Cunard. **Chris Frame**

## Chartroom

### 60 Ships mail

A selection of letters from readers.

### 62 Ships library

Reviews and details of new maritime books.

### 63 Ports of call

Cruise ship calls around the UK in April.

**Edwin Wilmshurst**

### 63 Mystery ship

Can you identify this month's mystery ship?



## Keel-laying for LNG ships

### NEWBUILDS

The keel for the first of two liquefied natural gas (LNG)-powered, combination container/roll-on roll-off (ConRo) ships for Crowley Maritime's liner services group was laid on 21 January during a ceremony at ship-builder VT Halter Marine, Inc.'s facility in Pascagoula. The keel-laying ceremony marked the next step in the construction of Crowley's first Commitment class ship, which will serve the US-Puerto Rico trade.

VT Halter Marine and Crowley agreed a contract for the pair of ships in November 2013, and construction began with the first steel plate cutting in Pascagoula on 22 October 2014. The shipbuilder began to assemble the keel once enough steel pieces had been cut. The Commitment class ships have been designed to maximise the carriage of 53ft, 102in-wide containers, which offer the greatest cubic cargo capacity in the trade. The ships will measure 219.5m by 32.3m, with a draft of 10m and a deadweight capacity of 26,500 metric tons.



## Norman Atlantic legal issues

### ADRIATIC FIRE

Investigations into the causes and aftermath of the major fire on the Italian-flagged ro-pax ferry Norman Atlantic, from which more than 400 passengers and crew were hoisted off in a 36-hour helicopter rescue operation, have been started by both Italian and Greek authorities and look certain to result in legal actions. The blaze broke out on the vehicle deck of

the 26,904gt vessel on 28 December 2014 while she was in the Strait of Otranto sailing in stormy weather from Patras, Greece to the Italian port of Ancona. She was on charter to Greek operator ANEK Lines.

Fires were still burning when Norman Atlantic arrived under tow in Brindisi on 6 January, and it was 48 hours before temperatures on board dropped sufficiently for searches and an investigation by Bari Regional

prosecutor Giuseppe Volpe to get under way, with indications that as many as 28 people could have lost their lives. A complex series of court cases involving both Italian and Greek interests are expected, and at an early stage six people involved in the tragedy were charged, including Carlo Visentini, principal of the vessel's owning company Visemar di Navigazione, and the ship's master, Argilio Giacomazzi. Civil cases are also being lined up by lawyers. RP

## Jumbo Kinetic delivered

### FREIGHT ROUTE

After a long fitting-out and a dispute over contractual requirements, the world's largest heavy-lift ship, Jumbo Kinetic, left Brodosplit shipyard in Croatia for China, where two 1,500-tonne cranes will be installed at Huisman's yard in Zhangzhou. The ship was basically ready in 2013, but the handover was held up by a dispute between builder and owner, Jumbo Shipping of the Netherlands, which has now been resolved. A sister vessel, Fairmaster, is to be

completed this year, but has no such problems apart from a late delivery.

At 16,200gt and measuring 152m by 27m with a draught of 8m, the vessel can operate in most environments, as she also has Finnish-Swedish 1A ice classification from Lloyd's Register and can move through metre-thick ice unassisted. She has two Mak 9M32C main engines that produce 9kW to give a top speed of 17 knots. With a combined lifting capacity of 3,000 tonnes, she will be working on deep-sea projects in Asia at first. JP



## First China ro-pax ferry



**ABOVE** The new Chinese ferry San Sha 1 Hao carries a helicopter platform aft of the bridge, and before the funnel, for emergency rescue work. KNUD E. HANSEN

### NEW LIFEBOAT

China's Bohai Shipyard has completed the ro-pax ferry San Sha 1 Hao for service between China's Port of Qinglan, located in Hainan Province, and Yongxing Island, where she will reduce the sailing time between the two ports from 15 to ten hours compared to the existing ferry, Qiongsa No.3. She was placed in service on 1 January.

Denmark's Knud E. Hansen was responsible for designing the vessel's

hull lines, as well as the steel structure and the outfitting of machinery.

Measuring 122.3m by 21m, the new ship has a displacement of 7,800 tons, an endurance of 6,000 nautical miles, and can accommodate up to 456 passengers and 20 standard trailers.

The vessel has been developed with optimised work flow in mind, which will allow maximum operational efficiency, including boat-to-boat embarkation procedures which are required in those islands which do not have dedicated berthing facilities. JS



# Hoegh Osaka salvaged from the Solent

Hoegh Osaka being towed into Southampton on 22 January, seen from the Isle of Wight ferry. CHRIS BROOKS



**ABOVE** The tug Thorax and work vessel Wilsupply provided the only access to the ship via a rope ladder. MJ GASTON

ballast. The list was eventually reduced to below the 15 degrees required for the tow to Southampton.

Throughout the operation, the tugs Vortex, Thorax and Lomax were on station, along with one Svitzer tug, latterly the chartered vessel Multiratug 4. Also on scene throughout were a variety of work vessels. Most of Hoegh Osaka's £60 million cargo of vehicles and heavy plant was undamaged. MJG

## SALVAGE WORK

The vehicle carrier Hoegh Osaka was berthed safely in Southampton on 22 January following a 19-day salvage operation. Hoegh Osaka was deliberately put aground on the Bramble Bank between Calshot and Cowes after developing a severe list shortly after leaving Southampton, a decision made by the pilot and the ship's master to save the vessel and her crew. With the ship aground and listing 52 degrees, the crew were taken off without injury by rescue helicopter.

Svitzer Salvage was contracted to

carry out the salvage operation, and tugs were immediately engaged from Solent Towage and Svitzer. Initially, the ship was held in position on the Bramble Bank by the tugs while the situation was evaluated.

On 7 January the ship floated free from the sandbank and was towed to the Alpha deepwater anchorage, east of Cowes. Access to the ship and working conditions on board were very difficult due to the severe list. Pumps were put aboard by helicopter, and work started to remove 3,000 tonnes of water from the car deck and provide a means of controlling the water



Tugs Vortex, Thorax and Multiratug 4 held the ship in position for over two weeks. MJ GASTON

# Falmouth: the UK's fourth naval base

## NAVAL TANKERS

The A&P Group has been awarded a major MoD contract, worth an initial £15 million, to customise and support four new replenishment tankers for the Royal Fleet Auxiliary. The Tide class tankers are currently under construction in South Korea, with the first due to enter service in 2016.

A&P Falmouth will complete their fit-out and also provide through-life support to all four ships in service for a minimum of three years. The work will include equipping the basic hulls with communications systems and ballistic protection, and preparation work for the rapid fit of self-defence weapons.

RFA Tidespring is due to arrive in the UK in December 2015, to be followed by the others – RFA Tiderace, RFA Tidesurge and RFA Tideforce – at six-

monthly intervals. They will replace the remaining Leaf and Rover class tankers.

The 37,000-tonnes ships are the first stage of the MoD's Military Afloat Reach and Sustainability (MARS) project to update the RFA's current fleet of

support ships that provide fuel and stores to the RN anywhere in the world. A&P already has a contract to support and maintain RFA ships, RFA Argus and the RFA Bay class vessels, at home and abroad until 2018. GD

Although built overseas, the Tide class is a British design and will be fitted out in the UK. BMT DEFENCE SERVICES



# Three more

## NEW TUGS

Damen Shipyards will deliver three new ASD (Azimuth Stern Drive) Tugs this year to towage and salvage specialist Multiraship. After delivery in Vietnam, scheduled for the end of first-quarter 2015, two of the ASD Tugs 3212 will operate as sister vessels to the 83-tonne-bollard-pull Multiratug 19, which was built by Damen in Romania in 2012. This is part of Multiraship's fleet expansion, with an ASD Tug 2810 Hybrid also to be delivered this year.





## Third FOCSV for Fugro

### SURVEY VESSEL

In December 2014 Geotechnical company Fugro took delivery of the 1,165gt Fugro Frontier as the third of a series of three Offshore Coastal Survey Vessels (FOCSV) built by Damen Shipyards in the Netherlands. All three diesel/electric FOCSVs have an advanced design so that they are capable of taking on geotechnical work, environmental baseline surveys, moon pool deployment and underwater inspection duties. A further vessel for the Dutch company is being built in Brazil. JS



**ABOVE** The 385dwt Fugro Frontier follows two other FOCSVs completed by Damen for Netherlands owner Fugro, but has been custom-designed for work off Africa. DAMEN

## Finnlines lays up Finnsailor

### RO-RO FERRY

Not long after it announced the sales of Finnarrow and Finnansa to its parent's Grimaldi Group companies, the Italians' Baltic subsidiary has laid off the 41 crew and put the ro-pax Finnsailor up for sale. Built in 1987 in Gdansk for then Finnlines Belgium to trade between Helsinki and Lubeck, Finnsailor has been sailing between Finland's Naantali harbour across the Åland Sea to Kapellskär for the last

seven years as one of three Finnlines ships on the route. They take eight to nine hours, the longer time including a call at Åland's Långnäs during the night.

Finnlines seems to have decided that her 119 passenger berths and 1,400 lane metres are incompatible with the Sulphur Emission Area Tier III limits which came into force in January. Finnsailor is the smallest of the three. Measuring 158m by 25m, with a deep draught for a ship of this

size of 6.9m, the 20,783gt Finnsailor was powered by two Wärtsilä-Sulzer diesels, which gave her a speed of 20.5 knots.

Finnsailor is available for sale or charter, with Finnlines stating that a change of flag and registry are likely. She has been under the Finnish flag since 2007. Though the ship has never been outside the Baltic, it seems her future will be to the south, in the Mediterranean, where the others went. JP



## Major refit at Damen

### SAGA CRUISES

On 19 December Damen Shiprepair in Rotterdam redelivered Saga Sapphire after her major refit, including the replacement of the ship's two sewage plants, a job that involved cutting through the hull.

In addition, the vessel's freshwater tanks were sand-blasted and repainted,

but with around 425 people, including members of the ship's crew, living on board, arrangements had to be made to supply fresh water and remove grey water. Deck steelwork, lifeboats and davits also received attention, as did piping, electrical and hydraulic systems. The 37,000 ton Saga Sapphire sailed on schedule for her Christmas Canary Islands cruise. WM



Saga Sapphire in the Damen Shipyard. DAMEN SHIPYARD

## Not a good position



**ABOVE** USNS Sgt. Matej Kocak ran aground on 22 January. MARITIME PHOTOGRAPHIC

### SHIP AGROUND

Efforts are under way to free an American maritime prepositioning ship that ran aground six nautical miles off the coast of Okinawa. At the time of writing, USNS Sgt. Matej Kocak remained firmly stuck on a rocky bed of sand or reef, despite several high tides. The ship, which is operated by the Military Sealift Command, is in a stable position, with tugs standing by and the crew of 38 civilians, 26 Marines and 67 soldiers remaining on board. A landing craft is

on standby should personnel need to be quickly evacuated.

A US Navy 7th Fleet spokesman said a 'manageable' level of water was leaking into the ship and there were no reports of fuel leaking into the water. The navy was holding off on any new efforts to free the ship until they assess how best to do it without incurring more damage.

Okinawa is home to the bulk of US forces in Japan and strategically important because of its proximity to several potential flashpoints in the Asia-Pacific region. GD



The MLP-AFSB is based on NASSCO's Alaska class VLCC tanker hull design. NASSCO



## USN moving forward

### NAVAL NEWS

The US Navy has awarded General Dynamics NASSCO a US\$498 million contract for the detailed design and construction of a second Afloat Forward Staging Base (AFSB). The work will be performed at NASSCO's San Diego shipyard and is scheduled to be completed by March 2018.

The AFSB is a variant of the Mobile Landing Platform (MLP), a semi-submersible ship purpose-built for strategic sealift operations, which features extra accommodation for 250 personnel, a large flight deck, repair spaces and additional fuel and equipment storage for large-scale airborne mine countermeasures missions. With a rotating crew of civilian mariners and

military personnel, the ship can remain continuously on-station, providing a base for counter-piracy, maritime security and mine-clearing operations, humanitarian aid and disaster relief.

The Navy's third Mobile Landing Platform and first AFSB, USNS Lewis B. Puller (pictured), was launched and floated out in November 2014 for sea trials ahead of delivery later this year. GD

## FPSO upgrade

### SHIPYARD NEWS

The FPSO Petrojarl I arrived at Damen Shiprepair Rotterdam shipyard in January and will be at the yard for a year, during which time she will be upgraded. This follows the awarding of a contract by Petrojarl I LLC for the upgrade of the FPSO. Petrojarl I (pictured), built in 1986, has been active in the North Sea and is to be redeployed to the Atlanta field in Brazil.

The wide-ranging works include interface engineering, marine and process equipment procurement, corrosion protection, lifting operations and topside conversion. Teekay Petrojarl is the largest Floating Production Storage and Offloading (FPSO) operator in the North Sea and operates five FPSO vessels, two shuttle tankers and one storage tanker.



## Tattershall Castle refit

### PRESERVED FERRY

Former Humber passenger and car ferry Tattershall Castle closed in January and was towed from London to Hull to go into dry dock for a £1.5 million refit. The 1934-built paddle steamer is due to return to the Thames in April to reopen as a pub in her long-established berth on Victoria Embankment, just upstream of Hungerford Bridge.

Tattershall Castle, built with sister Wingfield Castle, now restored

and open to the public as part of a maritime heritage centre on the West Hartlepool site of original builders Sir William Gray and Co, was withdrawn from the Humber service in 1971 and, although bought the following year, it was 1976 before she opened in London as an art gallery and exhibition centre.

After changing hands in 1981, Tattershall Castle was sent to Chatham for conversion, which included roofing over of the former car deck, to operate as a pub restaurant, a role since filled for various owners. RP



ABOVE Tattershall Castle in her berth on the Thames in London. RUSSELL PLUMMER

### BRIEF NEWS

**QUEEN ELIZABETH 2** • Following on from visiting QE2 (see SM, April 2014) last year, Ian Buxton learned on a recent trip to Dubai that she is still at Dubai Drydocks, but no work is being done on her. She no longer has a crew on board doing maintenance work, only security staff. A major problem in converting her to a hotel would be removal of all the asbestos, while there is also corrosion to parts of the hull and fittings. Ian added: 'I suspect the conversion will never go ahead – the cost would simply be too high, whether done in China or in Dubai'.

**MILLION PASSENGER FERRY BOOST** • The number of ferry passengers travelling through British and Irish ports increased by a million last year to 39.01 million, while car numbers climbed 1.6 per cent to 8.5 million. Figures released by industry body Discover Ferries show a second successive year of annual growth. There was major passenger growth on continental services, up 3.7 per cent to 18.32 million, the key Dover-Calais/Dover-Dunkirk routes operated by DFDS Seaways, P&O Ferries and MyFerryLink handling 13.29 million of them. Passenger numbers travelling to Ireland were up 1.4 per cent overall in 2014 to 4.87 million. RP

**JOINT SERVICE** • On 1 January Stena Line and the logistics and forwarding company Mann Lines began joint operation of the ro-ro vessel Stena Foreteller on a route taking in Harwich, Cuxhaven, Tallinn, Turku and Bremerhaven. Stena and Mann Lines intend to offer an extensive route network in the North and Baltic Seas.

**SEABOURN UNVEILS NAMES** • Seabourn has unveiled the names of its two new ships: Seabourn Encore, which will launch in late 2016, and Seabourn Ovation, due in spring 2018. They will join Seabourn Odyssey, Sojourn and Quest in the line's fleet of ultra-luxury cruise ships, and will be configured with an additional deck. The new 40,350gt vessels are expected to carry 604 passengers each.



## BRIEF NEWS

**HYBRID ORDER** • Steel cutting has started for the first new vessel ordered from Ferguson Marine Engineering since the Upper Clyde yard was rescued from bankruptcy by Clyde Capital Blowers last year. Hull 727 will be the third in a series of diesel-hybrid ferries built for Caledonian MacBrayne and follows Hallaig, delivered for the Raasay-Sconser route in 2013, and Lochinvar, which has linked Tarbert, Loch Fyne with Portavadie since May 2014. Due for delivery in autumn 2016, the £12.3 million vessel will carry 150 passengers and 23 cars.

**END OF ROAD** • Laid up for the last three years of a career stretching into a fourth decade, Duchess M arrived at Aliaga in Turkey for scrapping. Built in Hong Kong as Wanaka, she saw Greek service before joining Brittany Ferries as Breizh Izel in 1980, also spending time on charter to Irish Continental Line, Sealink, OCL and British Channel Island Ferries. Sale to Greece followed in 1989, with new passenger accommodation boosting capacity to 1,000 before a debut in Greece-Italy traffic as Duchess M.

**FORTH LINK** • Plans for a cross-Forth hovercraft service abandoned by Stagecoach in 2011 are being revived by new company Forthfast, who have applied for planning permission to create a terminal on Kirkcaldy Esplanade, from where a 130-seat craft would cross in 17 minutes to Newhaven.

# Eurotunnel to sell MyFerryLink

Rodin arrives at Calais.

NICHOLAS LEACH



## ENGLISH CHANNEL

After the UK Competitions Appeals Tribunal threw out a bid to overturn previous rulings effectively banning the group's ferry offshoot from using the Port of Dover, Eurotunnel is looking to sell MyFerryLink as a going concern. But SCOP, the co-operative responsible operation of the three MyFerryLink vessels, may still take its case to the UK Court of Appeal.

Jacques Gounon, Groupe Eurotunnel's chairman and CEO, said: 'In view of the requirement to cease

operations within six months, and to realise the value of the work achieved, we will now seek a buyer for MyFerryLink and are proud to have succeeded where so many others have failed.'

He added: 'MyFerryLink is a commercial and operational success, to the point that scares competitors. It is the opposite of what SeaFrance was before. I always found that the sea could be a complementary activity of the Channel Tunnel, and the combination of the two was far from putting us in a dominant position.'

According to Chief executive

Tim Waggott, the Port of Dover will thoroughly examine the Appeal Tribunal's decision while striving to maintain effective ferry operations. 'The ruling comes at a time when Europe's busiest ferry port has just achieved record volumes, and our priority is to ensure that customers continue to be provided with a great level of service and choice,' he commented.

MyFerryLink started Calais-Dover services in August 2012 using former SeaFrance ferries Berlioz (2005/33,796gt), Rodin (2001/33,796gt) and freight ro-ro Nord Pas-De-Calais 1987/13,727gt).

# Northern Ireland replacements

## VESSEL PLANS

The Northern Ireland Department for Regional Development is replacing vessels regarded as being close to the end of their working lives on both the Strangford Lough and Ballycastle-Rathlin Island services.

Cammell Laird, Birkenhead has been selected from six short-listed yards to provide a replacement for the 260-passenger/20-car Strangford Ferry, built by Verolme, Cork in 1969. Due for delivery in 2016, the new vessel will

serve the crossing from the picturesque village of Strangford, a designated conservation area, to Portaferry on the Ards Peninsular. The eight-minute ferry trip saves a road journey of 47 miles, and the new vessel will join Portaferry II (pictured), which cost £2.1 million in 2001 when completed by McTay Marine on the Mersey.

Contracts for a replacement of the 164-passenger/six-car Canna, built on the Clyde in 1976, which has maintained the Rathlin Island service with 45-minute crossings in either direction

on charter from Cal Mac since 1997, are expected to be finalised during Spring 2015. Operated by Rathlin Island Ferry Ltd, Canna is supported by 98-seat passenger vessel Rathlin Express, which completes the journey in 30 minutes.



## FERRIES IN THE NEWS ... FERRIES IN THE NEWS ... FERRIES IN THE NEWS ... FERRIES IN THE NEWS ... FERRIES IN THE NEWS



**NILS DACHE** • TT-Line's 1995-built twins have changed names and routes, the scrubber-fitted Robin Hood taking Trelleborg-Swinoujscie sailings as Nils Dache, a name already familiar to Polish passengers, and with a switch from German to Cypriot registry.

**SPIRIT OF TASMANIA I** • The 29,067gt former Superfast IV and sister Spirit of Tasmania II (ex-Superfast III) are to receive extensive internal refurbishment as Tasmania's TT Line, owned by the island government, bring in a new business plan which will see the 16-year-old Germany-built pair offer extra sailings between Port Melbourne, Victoria and East Devonport, Tasmania, with some fares reduced by almost 15 per cent. Both vessels carry 1,400 passengers with 768 overnight beds.

**SCANDINAVIA** • After a final Polferries sailing between Nynashamn and Gdansk on 17 April, the 1980-built vessel heads to Ventouris Ferries for service from Bari, Italy, to Durres, Albania, as Rigel II. Scandinavia, with Polferries since 2003, had a seven-year spell as Stena Felicity on the Fishguard-Rosslare run.



**BERKANE** • Laid up in Almeria for more than two years since the collapse of Moroccan operator Comarit, the 20,079gt 1976-built vessel has been sold to a Turkish company based in the shipbreaking centre at Aliaga. Built in Nantes at the Dubigeon-Normandie Yard as SNCM's Napoleon, she ran from Toulon and Marseille to Tunis and Corsican ports until joining Comarit for Sete-Nador sailings, carrying 1,724 passengers, in 2008. Twin Pielstick engines gave Berkane a speed of 23.5 knots.



Condor Rapide, in rough sea conditions north of Guernsey in December 2014, will be Condor's only Incat in 2015. TONY RIVE



## Catamarans go as trimaran fits out

### CHANNEL ISLANDS

As Southampton-based specialist interior ship outfitters Trimline worked in January to prepare Condor 102 for a late March debut on services from Poole to Guernsey and Jersey, Condor Ferries announced the sale of two of the 86m Incats that have formed the backbone of their operation since the mid-1990s.

The catamarans are going to Greek operator Seajet, with Condor Vitesse

due to be handed over at the end of February, followed by Condor Express after a last sailing from Weymouth to the Channel Islands on 23 March and then a short period to allow the new Condor 102 to settle in.

Representing an investment of £50 million, the Austal-built trimaran completed a 10,500-nautical-mile delivery journey from Cebu in the Philippines at Poole on Boxing Day. The long trip began on 3 December 2014,

via the Suez Canal after stopping in Djibouti for fuel and a crew change, before a final refuelling call in Malta.

At the end of January it was announced that the trimaran will be named Condor Liberation to mark the 70th anniversary of the liberation of the Channel Islands from German occupation during World War II. The choice of name followed a competition which attracted more than 7,000 entries.

## Manx Government begin review

### ISLE OF MAN

Eight operators have expressed an interest in running ferry services to the Isle of Man, responding to a prior information notice (PIN) from the Manx Government, whose Infrastructure Department now has to decide whether to proceed with an official tender process.

Infrastructure minister Phil Gaunt said names of applicants will remain confidential for the time being, but indicated that the list includes some leading companies, among them one already well known in the Isle of Man.

This obviously refers to present service provider the Isle of Man Steam Packet Company, which currently runs between Heysham and Douglas with ro-pax vessel Ben-My-Chree and high speed services to Liverpool using 96m Incat Manannan, which also covers summer fast links from Douglas to Dublin and Belfast. The Government initiative has been welcomed by Steam Packet chief executive Mark Woodward.

## Save Rothesay pioneer

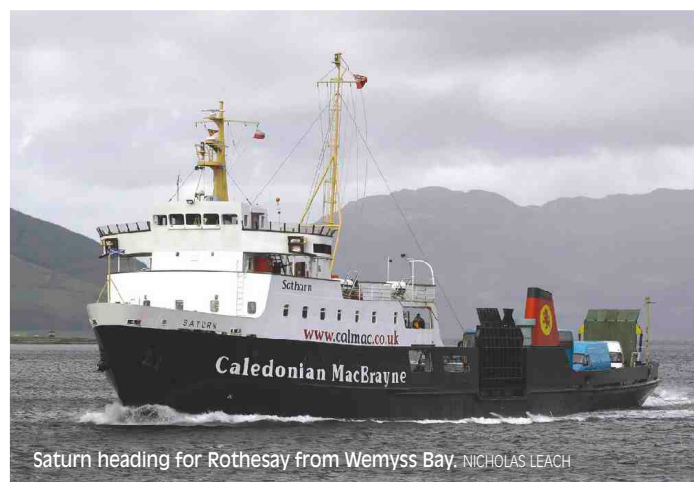
### UPPER CLYDE

A campaign has been launched to save the first car ferry built specifically for the Upper Clyde's Wemyss Bay-Rothesay service, with an enthusiasts' group wanting to save Saturn, last survivor of three pioneering 'streakers' introduced in the 1970s, from following sisters Jupiter and Juno to scrap.

Capable of carrying 530 passengers and 40 cars, the 851gt Saturn has been in 'cold lay-up' at Rosneath in the Gareloch since late 2011. David Elwood,

spokesperson for the enthusiasts, explained: 'She needs some tender loving care, but is still a young, viable ship and an asset of regional heritage. The deadline is rather imminent, so effectively we will only have weeks – not months – to try and save her.'

Saturn, built at Troon's Ailsa yard, entered service in February 1978 and from the mid-1980s interchanged with Juno, Jupiter and later Pioneer on the Wemyss Bay-Rothesay and Gourock-Dunoon routes. From 2005 Saturn also saw Ardrossan to Brodick service.



Saturn heading for Rothesay from Wemyss Bay. NICHOLAS LEACH

## THE NEWS ... FERRIES IN THE NEWS ... FERRIES IN THE NEWS ... FERRIES IN THE NEWS ... FERRIES IN THE NEWS ...



**STENA FERONIA** • Stena used the 1997-built vessel on the Gothenburg-Kiel route from 25 January to 18 March as a freight stand-in, while Stena Germanica was at Remontowa, Gdansk for conversion to use methanol fuel. Stena Feronia originally ran on the Irish Sea as Mersey Viking.

**STENA NORDICA** • DFDS Seaways are chartering the Irish Sea vessel for Dover-Calais service, filling a gap left by Stena Superfast X, her replacement on the Holyhead-Dublin run, which saw English Channel service as Dieppe Seaways for two years until late in 2014. The 2000-built Stena Nordica, carrying 405 passengers and 375 cars, is expected to join Calais Seaways at Dover at the beginning of April. Originally P&O's European Ambassador, Stena Nordica will now get a third name.

**COLOR FANTASY** • Oslo-Kiel sailings stopped from 18 January while Color Fantasy and Color Magic were at Fayard, Odense for installation of exhaust technology to comply with new sulphur emissions rules. Color Fantasy (2004) was due back in early February, with Color Magic (2007) returning on 13 February.



**ORESUND** • Stena Line and Scandlines have sold the Oresund ferry route between Helsingborg and Helsingor to a European infrastructure fund managed by First State Investments, with the five route vessels as part of the deal: Hamlet (1997/10,067gt), Aurora af Helsingborg (1992/10,918gt), Tycho Brahe (1991/10,845) and 4,296gt Sunderland-built Superflex sisters Mercandia IV (1989) and Mercandia VIII (1987), which previously ran for HH Ferries.



## Australian expansion

### PRINCESS CRUISES

In November 2016 Princess Cruises will move Emerald Princess to Australia, thus bringing the local fleet up to five ships. With a lower berth passenger capacity of a little over 3,000, Emerald Princess will be the largest Princess ship to be based in the region and, dating from 2007, the newest.

She joins the 2,000-passenger sisters Dawn Princess, Sea Princess and Sun Princess, and the seasonal 2,700-passenger Diamond Princess. This expansion in Australia within the Carnival family comes after the P&O Australia fleet increases to five ships with the addition of two former Holland America Line vessels in November 2015.



Another Princess ship moves to Australia. WILLIAM MAYES

### BRIEF NEWS

**PRINCESS CRUISES** • The founder of Australia-based Coral Princess Cruises, Tony Briggs, has sold most of his holding in the company to Singapore-based Kallang Capital Holdings, which now owns 90 per cent of the business.

**CARNIVAL CORPORATION** • Sisterships to Koningsdam for Holland America Line and Carnival Vista for Carnival Cruise Line have been ordered from Fincantieri shipyard.

**VENICE** • The ban on large cruise ships transiting St Mark's Basin has been dismissed by Venice's regional court of appeal, although the Italian Transport Ministry has indicated that it will appeal the decision.

**ROYAL CARIBBEAN** • Dynamic Dining, introduced on Quantum of the Seas and due to be rolled out across other ships, has been put on hold for the time being. Oasis of the Seas and Allure of the Seas were to have been converted in March and May respectively, but no new target date has been announced.

## Engine room fire on Insignia

Insignia recently suffered a serious engine room fire. WILLIAM MAYES



### OCEANIA CRUISES

On 11 December, while Oceania Cruises' Insignia was berthed at St Lucia, two contractors and one crew member died in an engine room fire on board. The ship was on a ten-night voyage from San Juan to Miami when the

incident occurred, and all passengers were flown to Miami after the remainder of the cruise was cancelled.

The extent of the damage forced the cancellation of several more cruises, including segments of the world cruise, which will now start in Singapore on 22 March. The ship was towed to San

Juan, Puerto Rico for repairs, which were expected to take nine weeks. It was confirmed that damage was limited to the engine room. Insignia is one of three (soon to be four) of the second generation of ships built for Renaissance Cruises owned and operated by Oceania Cruises.

## One in, one out



Bahamas Celebration seems to have been sold for breaking. RICK FRENDT

### BAHAMAS PARADISE

Following the damage to Bahamas Celebration last year, the ship has remained laid up while an assessment

was carried out. The damage to the 1981-built former car ferry was sufficiently serious to render the ship not worth repairing, and it seems that the 36,000gt vessel has been sold for

scrap. Her operator, Celebration Cruise Line, has rebranded itself as Bahamas Paradise Cruise Line and acquired, under charter, the former Carnival Cruise Lines' vessel Celebration.

The ship has been acquired by associates of FleetPro Ocean, formerly International Shipping Partners, and after arrival at Palm Beach at the start of January she had a small refit before entering service on 1 February between West Palm Beach and Grand Bahama on year-round two-night cruises. Grand Celebration had been absorbed into the Costa fleet after Iberocruceros was closed down, but was disposed of before entering service.

## Change of scene for expedition ship

### LINDBLAD

When Lindblad Expeditions bought Orion Expedition Cruises and its single ship Orion in 2013, the operation continued to focus on Australasia. However, in a change of direction, at the end of the winter Antarctic season

in 2015-16 the ship will reposition to Europe for 22 one-week cruises.

In keeping with the Lindblad/National Geographic philosophy, these cruises in Western Europe and Scandinavia will include a high cultural content and a range of expert guest lecturers. As Orion, the ship was built

by Cassens at Emden, Germany in 2003 for Explorer Maritime of Greece and was chartered by Orion Expedition Cruises from 2005 for service around Australasia. With a gross tonnage of 3,984, she carries just over 100 passengers and is currently the second largest ship in the Lindblad fleet.



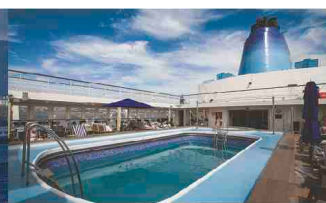
Orion off the Australian coast. THEODORE W SCULL





# Two special cruises just for you

We have now put together two very special cruises aboard two beautiful ships for people who like us, love our ships and the sea. On July 19th join us aboard the magnificent **MV Saga Sapphire**, sailing on an eight night cruise to the Channel Isles, Ireland and Wales. We have special day planned in Belfast, with a VIP visit to Harland & Wolff and the last White Star ship, 'Nomadic.' There we will take part in a unique, fully catered MM celebration, followed by the unveiling and subsequent auction, of a Robert Lloyd painting of Nomadic, sailing out to the Titanic at Cherbourg. A big thanks to Robert, who has agreed that all proceeds, will go towards the restoration of this fabulous ship. Then, the much anticipated launch of a special limited edition whiskey, distilled in the same way as the actual whiskey enjoyed aboard the Titanic when she sailed from Belfast. Crucially, this will be limited to just 1500 carefully produced bottles in the shape of the Titanic, with Robert's painting used in the label. Even though not officially announced, we have already been inundated with enquiries for this highly limited and collectable spirit, but our intention is to give all those lucky ones coming with priority, so they can have at least one bottle each at a very special price.



On November 19th we have finally arranged to do the voyage we get the most requests for: A wonderful voyage all the way to Cape Town. This time we will be sailing on the stunning **MV Aegean Odyssey**. What a great ship for us! She is much the same size as many passenger ships were in the 'good old days,' with the wide open decks and luxurious interiors, and with only 350 passengers, well, that suits us fine. Our route is a safe one, taking us down the West Coast to Cape Town, calling in at a myriad of fascinating ports on the way including some small tropical Islands I for one have never been to before. On arrival at Cape Town, plans are in hand to give us a true MM VIP welcome. Word has already spread that aboard our ship will be many ex sea-farers who once served on the ships that were regular visitors to that great port. Oh, and on this voyage shore tours will be free, as will your drinks with dinner, which can't be bad, can it!



On both these ships there is a low MM single supplement and we promise you, the food and service aboard is second to none. The officers and crews know all about us and are really excited we are sailing with them. Alongside the usual cruise entertainment these ships offer, you will be able to join in all the extra MM fun we provide at no extra charge, including the much renowned gourmet Dinners, prepared from menus that were once used to serve 1st class passengers aboard some of our most famous ocean liners ever. There will be screenings of rare maritime films never made public before, cocktail parties and talks by top maritime celebrities, including, as a special treat our wonderful old Captain from the **MV Discovery**, yes 'Derrick Kemp!' Sadly the Discovery went for scrap earlier in the year, so in memory of all the good times we had aboard her, we've decided that this voyage should also be a reunion for all of you who sailed on her. Capt. Derrick is so pleased to be sailing with us again, and would like you to know that he is really looking forward to seeing you all. Who knows, we might even get an invite to his special ... **Captain's Table!**

For free brochures, catalogues and further information on everything we at Snowbow/Maritime Memories do, including these cruises, and our huge collection of unique maritime DVDs, go to our website at: [www.snowbow.co.uk](http://www.snowbow.co.uk) or telephone us on: 01273 585391/584470 or write to: Snowbow Productions, 145, The Promenade, Peacehaven, East Sussex, England BN10 7HN





## Kerch blaze proves fatal

### RUSSIAN NAVY

The last active Soviet-era Kara class cruiser is to be scrapped after the cost of repairs to recent fire damage proved to be uneconomical. The imposing 8,900-tonne RFS Kerch was to have become the Black Sea Fleet

flagship later this year, during the current incumbents refit, but will now be broken up near to where she was completed in 1974.

The Ukrainian-built warship had been slated to remain in service for another four years, until a blaze on 4 November 2014, which occurred

during a maintenance period at Sevastopol, and which resulted in an engine room and a number of compartments in the aft end of the ship being destroyed. Despite the efforts of three fire-fighting

tugs, the fire took 18 hours to be extinguished completely. There were no reported casualties.

A Special Commission is investigating the incident, which is said to have been started by the unauthorised drying of laundry in a machinery space.

**Kerch is to be scrapped at a Russian shipyard on the disputed Crimean peninsula.**

GEORGE CHERNILEVSKY



## America's frigate foibles

### US NAVY

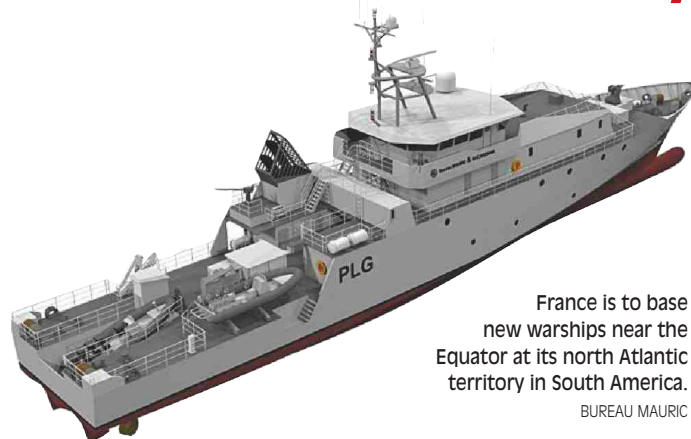
USS Kauffman has embarked on a routine counter-drug mission in the Caribbean, a deployment that is to be the last by an Oliver Hazard Perry class frigate flying the Stars and Stripes. After her return in September, she will become the last of 51 ships, and the ninth this year alone, to be decommissioned for sale or scrap.

So could the US Navy be heading towards a fleet without any frigates – not counting the 18th-century USS Constitution – for the first time

since the early 1960s? Well, perhaps not, following an announcement by the Navy Secretary to classify a reconfigured version of the Littoral Combat Ship (LCS) as a frigate (FF).

The FF designation will initially apply to a second batch of 20 ships that are to be redesigned with more advanced weapons, sensors and combat systems, for introduction from 2019 onwards. The first 32 LCS may then be retrofitted to the new FF standard. The two aluminium variants of the current design have received criticism for their lack of firepower and damage protection.

## France reinforces security



**France is to base new warships near the Equator at its north Atlantic territory in South America.**

BUREAU MAURIC

### FRENCH NAVY

The French defence procurement agency has placed an order for two 60m patrol vessels to protect French interests in the Antilles-Guiana region. The so-called Patrouilleur Léger Guyanais (PLG) vessels are to be built and fitted out by Socarenam at their shipyards in Saint-Malo and Boulogne-sur-Mer respectively, with deliveries scheduled for late 2016 and mid-2017.

They will replace the 1987-built pair of Type 400 patrol craft La Capricieuse and La Gracieuse, mainly providing

security for the European Space Agency's primary launch site at the Guiana Space Centre in French Guiana.

The PLGs, which are similar to those recently delivered to the Belgian Navy, will be equipped with the latest surveillance electronics, a gyro-stabilised, remotely-operated 20mm Narwhal gun and two RHIBs, one of which is launched via stern dock. Displacing around 700 tonnes and with a shallow draught of just 3.5m, necessary for their operating areas, each will have a crew of 24, with accommodation for 14 extra personnel.



**The familiar OHP profile will remain in service with nine other navies.**

MARITIME PHOTOGRAPHIC



# Chinese charm offensive

The rapidly expanding PLAN is happy to show off its new ships.

MARITIME PHOTOGRAPHIC



## CHINESE NAVY

The 18th Chinese naval escort fleet began a series of goodwill visits to European ports with a six-day stop-over at Portsmouth. The rare formal visit to the home of the Royal Navy, where they were welcomed a day earlier than planned on 11 January to

avoid storm-force winds, was the first by PLAN warships since September 2007.

The three-ship group, comprising the Type 071 amphibious assault ship Changbaishan (pictured), the Type 054A frigate Yuncheng and the Type 903 replenishment tanker Chaohu, arrived fresh from a four-month escort mission in the Gulf of Aden and

Somali coastal waters. Since sailing from the naval port of Zhanjiang in Guangdong province on 1 August 2014, they have escorted 135 Chinese and foreign ships over 48 patrols. A diesel-electric Type 039 Song class submarine, in company with the support vessel Changxingdao, was also reported to be on task.

## Back for more

### INDIAN NAVY

Russia and India are reported to be close to agreeing the lease of a second nuclear-powered Akula II class attack submarine. The Indians are interested in reactivating an existing vessel rather than paying to complete an unfinished one.

RFS Kashalot was built in 1988, but has remained inactive at the Amur shipyard on the Pacific coast since 2003. Returning the vessel to operational service and the training of an Indian crew is expected to take at least three years. India currently operates INS Chakra (ex-RFS Nerpa) on a ten-year lease agreed in 2012.

Negotiations are also under way for another three Project 11356 frigates from the Yantar shipyard, along with weapon systems upgrades to the first batch of three Talwar class frigates delivered in 2003 and 2004. India wants the older ships to be retrofitted with the BrahMos supersonic cruise missile, which was developed after they were built.

## Je suis Charles

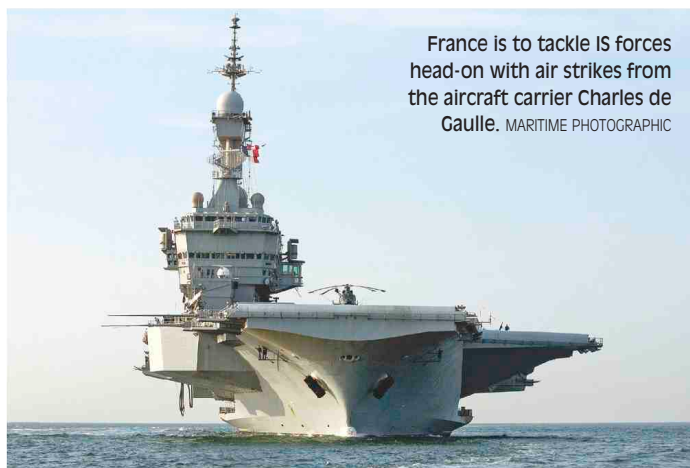
### FRENCH NAVY

France has dispatched a Carrier Strike Group (CSG) to the Indian Ocean. The deployment of FS Charles de Gaulle and escorts had been planned for some months and is not as a direct consequence of the recent terrorist attacks in Paris.

The nuclear-powered aircraft carrier sailed from Toulon in company with the destroyer Chevalier Paul and replenishment tanker Meuse, and was later joined by the Royal Navy Type 23 frigate HMS Kent in the Red Sea. The group is being shadowed by a

Rubis class nuclear-powered attack submarine. Officially, the purpose of the deployment is for exercises with Indian forces, no doubt to help progress stalled negotiations over the sale of 126 Rafale fighters and of additional submarines to the sub-continent.

However, in the light of recent events, they are likely to sail to the Persian Gulf in support of ongoing military operations against Islamic State forces in Iraq. As in 2014, during its last deployment to the region, the French CSG will operate under US operational control to co-ordinate air strikes and intelligence-gathering.



France is to tackle IS forces head-on with air strikes from the aircraft carrier Charles de Gaulle. MARITIME PHOTOGRAPHIC

## BRIEF NEWS

**US NAVY** • The UK MoD has called on American military assistance to hunt for a suspected Russian attack submarine spotted lurking in waters near the Faslane submarine base. Two US Navy P-3 Orion maritime patrol aircraft were drafted in to assist the anti-submarine frigate HMS Somerset in a search for the vessel, thought to be waiting for the departure of a Vanguard class SSBN. Britain's own fleet of Nimrod maritime surveillance aircraft was scrapped without replacement in 2010.

**RUSSIAN NAVY** • The Russian edition of Top Gear magazine has inadvertently published a photograph of the navy's most secret submarine sailing from Severodvinsk. The elusive AS-12 is a nuclear-powered, titanium-hulled vessel launched from beneath Olenok, a converted Delta III class 'mother ship'. The deep-diving vessel can stay submerged at great depths for weeks at a time and has reputedly been used to survey Russia's continental shelf limits in support of Arctic territorial claims with the UN.

**ISRAELI NAVY** • Israel has again looked to Germany to modernise its naval forces by adding a new deal for warships to an ongoing project for Dolphin class submarines. Four new Saar (Hebrew for patrol) vessels are to be built by the same Thyssen-Krupp Marine Systems consortium, with costs subsidised by the German government. The new ships are to be based on the MEKO A-100 corvette, with delivery of the first expected in 2017.

**ROYAL NAVY** • The UK MoD's Disposal Services Authority has invited tenders for the sale of ex-HMS Walney, with the intention of accepting bids for further use only. The GRP vessel has been stripped of much of her equipment, including engines and generators, since being decommissioned in October 2010. Of the four other batch 1 vessels, three were sold to Estonia, while ex-HMS Cromer is a static training ship at Britannia Royal Naval College in Dartmouth.



## Indonesia to modernise its fleet

### FAR EAST

Indonesia plans to import 500 Chinese-built vessels by 2019 to strengthen its maritime sector and improve domestic logistics efficiency. The move is in response to the 'sea highway' concept recently initiated by Indonesia's new President, Joko Widodo, to improve the Asian country's maritime proficiency. The total value of the vessels will be around \$5.5 billion, with a new set of taxation facilities created for investors interested in helping Indonesia develop its maritime fleet. JS



**ABOVE** The broken-down 36-year-old cargo vessel Layan Sentosa, seen at Tanjung Priok, is one of hundreds of aged ships Indonesia hopes to replace with Chinese newbuildings. JIM SHAW

## 200th Kamsarmax bulker completed

The new Chinese-built, British-registered Ultra Lion will sail for Denmark's Ultrabulk Shipping A/S on long-term charter. TSUNEISHI SHIPBUILDING



### NEWBUILD

Japan's Tsuneishi Shipbuilding has completed its 200th Kamsarmax bulk carrier, the 81,588dwt Ultra Lion, at its yard in China for compatriot owner Kambara Kisen Co. The shipbuilder first started developing the Kamsarmax type in 2002, when it was requested to complete a bulk carrier that could safely berth at the Port of Kamsar,

Guinea in West Africa, which is a major bauxite port that has a ship length restriction of 229m.

Tsuneishi increased the length of one of its 76,000dwt class Panamax ships by 4m, while keeping the vessel's beam narrow enough to pass through the Panama Canal. This resulted in a 82,100dwt ship measuring 229m by 32.26m that had a cargo capacity of 97,000m<sup>3</sup> on a maximum draught of 14.4m.

By using research facilities at Hiroshima University and the Monohakobi Technology Institute in Japan, Tsuneishi was able to improving the vessel's energy-saving capabilities, including the addition of a low-vibration propeller and refined hull shape in 2010. The latest models have also incorporated the use of an electronically controlled main engine to provided an economical service speed of 14.5 knots.

## No lark for Scanlark

### CASUALTY

The gales of early January produced several well-documented casualties. One which did not make the headlines, but which nevertheless was a very frightening experience for her crew, occurred on 9 January when the 75m St Vincent and Grenadines-flagged coaster Scanlark (1,555dwt) became disabled during a gale in the Baltic Sea off the coast of Germany.

The vessel sustained engine failure and started drifting. As she drifted

ever closer to Kiel, the crew tried to drop anchor, but the vessel was pushed along by increasing winds and the anchor started to drag. Two tugs from Kiel managed to get a towline on board after the anchor was raised, and towed Scanlark to Kiel.

The vessel had been on a voyage from IJmuiden, Netherlands to Abenra, Denmark when the mishap occurred. After being repaired in Kiel, the vessel set sail again on 15 January. The vessel is operated by Vista Shipping of Tallinn, Estonia. RC



The coaster Scanlark, had a lucky escape from the winter gales when she suffered engine failure during a gale. SIMON SMITH

## Capesize rates plunge



**ABOVE** The 175,820 dwt Capesize bulk carrier Golden Beijing (2010) seen in better times. Rates for such vessels are at a six-year low and many are being anchored at sea or may enter lay-up if rates do not improve. RICHARD POTTER

### BULKERS

The start of 2015 saw freight rates for Capesize bulk carriers plunge to a six-year low, and brokers said they could fall even further. Many owners of such vessels anchored them off South Africa, Singapore and Taiwan, as there was not enough cargo to utilise them.

Some European owners were choosing to anchor vessels rather than lease their ships at a loss. One set of data produced showed that charter rates for a voyage from Australia to

China are currently around \$3,000 per day, which is less than half of the daily operating costs for a vessel.

Rates on the Brazil-China route were the lowest since January 2009, while charter rates for the Western Australia-China route was the lowest since December 2008. Rates in the smaller Panamax market were also lower, with owners declining to move ships at the current rates. Rates could increase during the year, but not many owners are optimistic, and it seems more vessels will go to anchor or lay-up. RC



# Triple E makes maiden call at Felixstowe

The new container ship Morten Maersk (2014) berthed at Felixstowe. ANDREW MCALPINE



## BULK CARRIER

On 7 January the world's largest container ship, CSCL Globe, made her maiden call at the port of Felixstowe, and with her huge capacity of 19,100TEU this was covered extensively in the media. Early on the evening of 8 January, while CSCL Globe was still alongside her berth on Felixstowe's South terminal and after the world's

media had departed, another large container vessel making her maiden call to the port passed CSCL Globe and, in the early evening light, was turned around by tugs before being backed onto Felixstowe's Trinity 7 berth.

To the uninformed observer it looked like a typical scene at the busy container port, but in fact the incoming vessel was Morten Maersk (194,849gt), the 13th vessel

in the series of 20 Triple E giants that held the title of the world's largest containership until CSCL Globe entered service. The combined capacity of these two vessels was a staggering 37,370TEU.

The arrival at Felixstowe of Morten Maersk was only the second time a Triple E vessel had called at a UK port, although from February they are to be regular visitors. With their capacity of

18,270TEU, Maersk Line's Triple E series have held the title of largest container ship since August 2013.

However, such is the pace of container ship size that CSCL Globe held the title for just 53 days before losing it to an even larger vessel – MSC Oscar – which has a declared capacity of 19,224TEU. CSCL Globe is the first of five ships ordered for service on the Asia-North Europe trade route. AM

## New US-built crude carrier

### TANKER

ExxonMobil's US-flag shipping subsidiary, SeaRiver Maritime, has taken delivery of the second of two crude carriers it ordered from the Aker Philadelphia Shipyard in Pennsylvania. Like her sister ship Liberty Bay, the new Eagle Bay has a capacity of 800,000 barrels of crude and is powered by a

six-cylinder MAN B&W 6S60MC-C8.2 Tier 2 diesel delivering 15 knots.

Each of the big tankers, the largest ships to have been built by the Aker yard to date, measures 251.1m by 48.3m and can accommodate a crew of 28. They will carry crude oil from the Alaska pipeline terminal near Valdez, Alaska to refineries located on the US West Coast. JS



**ABOVE** The 115,000dwt US-flag tanker Eagle Bay has been delivered to ExxonMobil's SeaRiver Maritime subsidiary by Pennsylvania's Aker Philadelphia Shipyard. AKER



**ABOVE** The Libyan-flagged tanker Alyarmouk, which collided with a bulk carrier off Singapore and spilled some 4,500 tonnes of crude oil off Singapore. SIMON SMITH

## Collision causes oil spill

### ACCIDENT

Among the worryingly numerous casualties reported in the first few days of 2015 was the 116,039dwt 2008-built Libyan-flagged tanker Alyarmouk operated by the Kuwait Oil Tanker Co. She collided with Samudera Indonesia's 2008-built bulk carrier Sinar Kapuas about 11 nautical miles north-east of Pedra Branca, Singapore on 2 January. The tanker, which is managed by V Ships

(UK) Ltd, damaged one of her cargo tanks and is estimated to have spilled 4,500 tonnes of crude oil.

The Aframax tanker was sailing to Yangpu in China at the time of the collision. Both vessels reached a safe anchorage and Sinar Kapuas, which was on a voyage from Hong Kong, later departed for Singapore. Four oil response craft equipped with dispersant, oil booms and skimmers were quickly on the scene. RC

## Caroline aims for Jutland

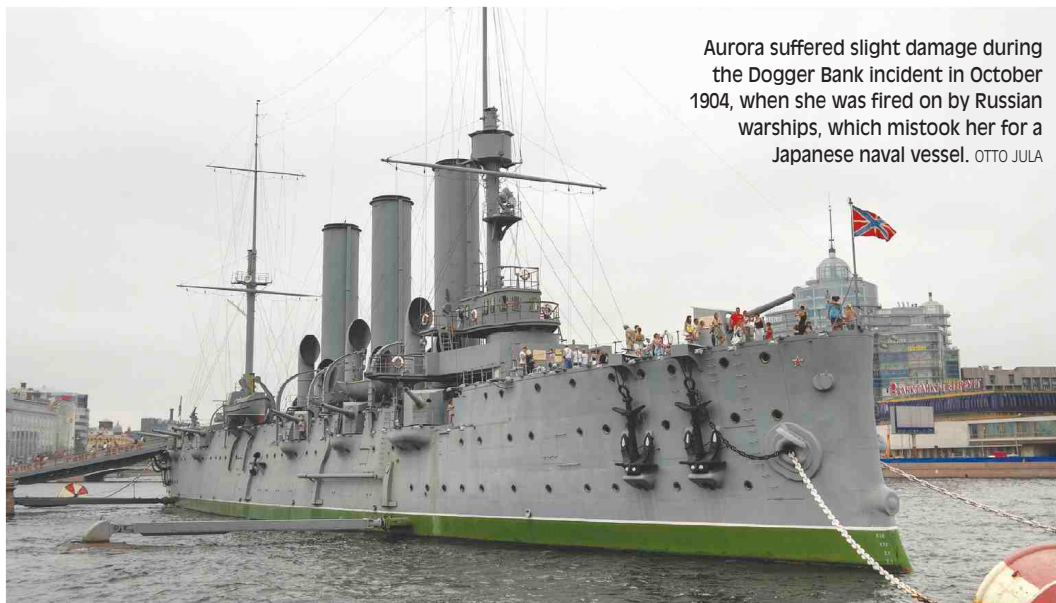
### WWI CRUISER

Major work is to be carried out to turn the World War I cruiser HMS Caroline (pictured) into a world-class museum and heritage centre in Belfast's rejuvenated Titanic Quarter. £11.5 million in Heritage Lottery Funding will be used to restore the ship, the only surviving vessel that took part in the Battle of Jutland, in time for the 100th anniversary of the battle in 2016.

Visitors will be able to see Caroline's bridge with her original compasses and telegraphs, the engine rooms with four Parsons turbines still in position, and many other aspects of the ship's living quarters which have remained unchanged in 100 years. 'HMS Caroline is one of the world's most significant historic fighting ships,' said Prof Dominic Tweddle, Director General of the National Museum of the RN; 'to open her to the public is hugely significant'.



## Major refit for Aurora



Aurora suffered slight damage during the Dogger Bank incident in October 1904, when she was fired on by Russian warships, which mistook her for a Japanese naval vessel. OTTO JULA

### RUSSIAN CRUISER

One of the most important reminders of the Russian Revolution of 1917 has been removed from her berth in St Petersburg. The cruiser Aurora, which fired a historic shot to start the October 1917 uprising, is undergoing a major refit at Kronstadt Naval Base and will not be towed back until 2016.

The \$3.3 million refit includes cleaning and repainting Aurora's hull

and restoring her interior to its 1917 condition, while new systems will be installed to ensure safe mooring, fire prevention and monitoring.

Aurora was built by New Admiralty Shipyard in St Petersburg in 1903 as a Pallada class six-rate cruiser and mounted 14 x six-inch Cane guns and six three-inch Lender guns as well as three torpedo tubes; and was also fitted with minelaying rails. During the Russian-Japanese war, Aurora took part

in the battle of Tsushima in 1905, and in World War I she was actively engaged in operations in the Baltic. After the revolution, she served as a training ship, and during World War II was used as a floating anti-aircraft battery during the siege of Leningrad in 1942.

Aurora was frequently bombed during the siege and finally sank. She was raised in 1944 and, after repairs, was used as a naval training ship until 1956, when she became a museum ship.

## Great Britain recognised



Great Britain in Bristol. NICK HALL

### BRUNEL'S STEAMSHIP

Brunel's SS Great Britain's collection has been recognised as having outstanding national importance after being awarded Designated Status by Arts Council England. Bristol's favourite visitor attraction and museum holds one of the world's finest maritime collections and the largest Brunel collection.

The most significant object is Isambard Kingdom Brunel's ship, SS

Great Britain, which overlooks Bristol's Floating Harbour in the dry dock that he originally built for her. Rescued from rust and wreckage in 1970, she is now surrounded by a 'glass sea' that acts as a giant dehumidification chamber to preserve the iron ship.

Alongside the ship, the 60,000 items in the collection are cared for in the Brunel Institute. Diaries, letters and photos tell the stories of those who travelled on the ship since 1845.

## RIP 'flying bird' Kalakala

### FERRY

Despite numerous attempts to save her, the famous Art Deco ferry Kalakala was expected to be towed in January from her mooring in the Hylebos Waterway in Seattle to the Blair Waterway to be scrapped.

Kalakala, which means 'flying bird' in the language of the Chinook Indian people of the Pacific Northwest, was completed by Moore Dry Dock of California in 1927 as the conventional ferry Peralta for San Francisco Bay service. However, after being heavily

damaged during a terminal fire in 1933, the hull was sold to Captain Alexander Peabody, owner of the Puget Sound Nav Co of Seattle.

When Peabody's wife commented that the boat should be 'more rounded', Peabody engaged the talents of a Boeing aviation designer to draw up plans. The ferry re-emerged in 1935 with a futuristic-looking superstructure that is said to have helped pioneer pre-war electro-welding techniques in the USA. Kalakala survived in commercial service until retired in 1967.



Kalakala was built in 1926 as the San Francisco Bay ferry Peralta.



# Brighter future for Galeb

Galeb's bows were severely damaged in May 1941 when, as Ramb III, she was torpedoed by the Royal Navy submarine Triumph in Benghazi harbour.



## PRESIDENTIAL YACHT

The former Yugoslav Presidential Yacht Galeb, which for many years has been deteriorating at her berth in Rijeka, may be set for a brighter future. The City of Rijeka bought the yacht in 2006 and has now published a tender for her commercial operation for the next 30 years. Galeb is protected as a cultural asset of the Republic of Croatia and

will remain a static exhibit. The tender is thought to be worth around €10.3 million, but applicants will be required to provide museum space, hostel and hotel accommodation, a restaurant, a recreation centre, and a conference centre and bar aboard the vessel.

Galeb was built by Ansaldo in 1938 as the refrigerated cargo ship Ramb III, but was requisitioned by the Italian Navy in 1940 for use as an escort

vessel. She was taken over by the German Navy three years later and became the minelayer Kiebitz, but was sunk by Allied bombers in Rijeka in November 1944. Following her salvage, she was rebuilt and entered service with the Yugoslav Navy in 1952 as a training ship, and was also used by President Tito as a presidential yacht on his numerous foreign trips and to entertain heads of state.

# Hope still for Ranger

## AIRCRAFT CARRIER

Hopes of preserving the aircraft carrier Ranger to become a floating museum appear to be going right to the wire. Attempts by The USS Ranger Foundation to raise \$35 million to convert the Forrestal class aircraft carrier raised just \$100,000, as a result of which the US Navy sold the vessel to International Shipbreaking in December 2014 for a nominal sum of one penny.

However, before Ranger could be towed from Bremerton to the breakers yard in Texas, a new group, Top Gun Super Carrier of Long Beach Inc, asked Naval Sea Systems Command for a stay of execution to allow time to work out a move to Long Beach, California, and claim various companies have pledged \$14 million towards the project.



**ABOVE** Ranger (CVA-61) during the ship's second Vietnam War cruise.

# Refit for wooden walls

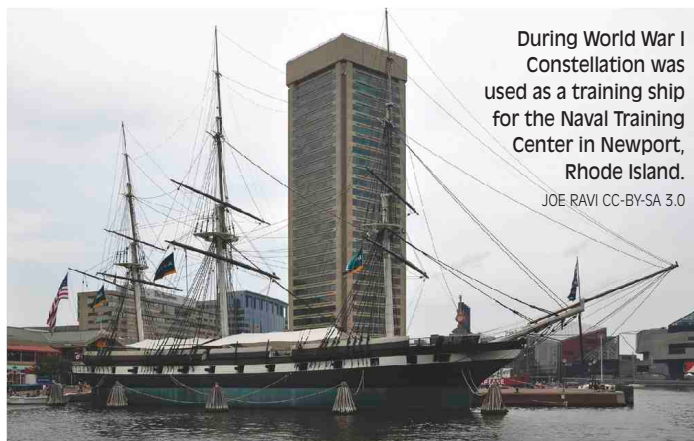
## HISTORIC SLOOP

USS Constellation was scheduled to return to her berth in Baltimore's Inner Harbor in February after spending four months in a floating dock for repairs. She was expected to reopen daily for public tours as the flagship of the Historic Ships in Baltimore fleet.

More than 4,000ft<sup>2</sup> of the 161-year-old sloop of war's wooden hull was replaced in the \$2 million project, funded by the City of Baltimore and

the State of Maryland. Constellation is the last remaining ship afloat that was active during the US Civil War and is also the US Navy's last designed and constructed sail-only warship.

Her early career included anti-slavery operations off the coast of Africa, and she subsequently served as a US Naval Academy training ship from 1879 to 1893, was stationed at Naval Station Newport RI in the early 1900s, and was assigned as the Reserve Atlantic Fleet Flagship in World War II.



During World War I Constellation was used as a training ship for the Naval Training Center in Newport, Rhode Island.

JOE RAVI CC-BY-SA 3.0

# End of road for a Liberty

## LIBERTY SHIPS

One of the few surviving World War II Liberty ships has arrived at Galveston in Texas to be scrapped. Sturgis, which was converted to a floating nuclear power station in 1963, had been laid up in the James River in Virginia since 1977. Her pressurised water reactor was removed in 1977, and a \$34.66 million contract has been signed with CB&I (Chicago Bridge and Iron) Federal Services to oversee the process of safely removing the radioactive metal

from the ship and placing it in special containers for transfer to a low-level radioactive waste storage facility.

Sturgis was built by J. A. Jones Construction in Panama City, Florida in 1945 as Charles H. Cugle, and was taken over by the US Army Corps of Engineers Army Reactors Branch in 1966. Stugis was employed as a floating power station in the Gatun Lakes in the Panama Canal for nine years. Her scrapping is likely to be protracted, but is expected to take less than four years.



**ABOVE** Conversion for her new role as Sturgis involved removing her midsection and replacing it with a new one containing the nuclear power plant, a 350-ton steel containment 'spheroid', and a concrete collision barrier. ERHARD KOEHLER





# SUBSCRIBE TODAY

## WHICH ONE SUITS YOU?

**OFFER 2. UK PRINT EDITION WITH FREE GIFT**

### FREE CELESTRON COMPACT 8X BINOCULARS WORTH £25.00

These powerful 8x magnification binoculars are the perfect versatile companion to all your other 'must have' gadgets. Compact enough to take anywhere and supplied with a case and cleaning cloth; this smart little binocular will bring you closer to events, wildlife and stunning scenery. You need never miss a thing, with these smartly designed Celestron Prism Binoculars!

#### FEATURES:

- Multi-coated optics increase light transmission resulting in brighter and sharper images with high contrast levels
- Stylish rubber covered aluminum body protects from rough handling
- Ergonomic thumb indents and finger ridges for extra non-slip comfort and ease of use
- Water resistant
- Soft carrying case
- Binocular straps

#### SPECIFICATIONS:

- Aperture: 21mm
- Magnification (x): 8x
- Angular Field of View: 7.4°
- Exit Pupil (mm): 2.6 mm
- Eye Relief (mm): 11 mm
- IPD Max: 72 mm
- IPD Min: 58 mm
- Optical Coatings: Multi-Coated
- Weight (oz): 8 oz (227 g)
- Prism Glass (Type): BK7
- Relative Brightness: 6.76



**3** EASY  
WAYS  
TO  
ORDER

**1** ONLINE  
**[kelseyshop.co.uk/sm/p149](http://kelseyshop.co.uk/sm/p149)**

**2** POST  
Fill in the form and send to: Ships Monthly Subscriptions,  
Kelsey Publishing Ltd., FREEPOST RSXY-XXGK-EUYS,  
Market Harborough, LE16 9EF

**3** CALL OUR SUBSCRIPTION TEAM  
**0845 872 7385** & quote offer code P149

Hotline open: Mon - Fri 8am - 9.30pm, Sat 9am - 4pm. Please note that calls are charged at your local rate, for further information please check with your service provider.

PAY FROM JUST  
**£39.99**  
**FOR 12**  
**ISSUES**  
SAVING 21%\*

\*21% saving based on cover price of £4.25 per issue. UK print edition offer only.

# World Navies in 2015

**Conrad Waters, Editor of the Seaforth World Naval Review, reviews recent international naval developments, describing some of the new warships currently entering service.**

**T**he start of 2015 sees the United States and its major allies assessing how best to respond to a more assertive Russia in the aftermath of the latter's March 2014 seizure of Crimea from the Ukraine. The re-emergence of a potential Russian threat is a major headache for the US Navy and other branches of America's armed forces. They had been steadily transferring their increasingly limited resources towards Asia as part of a 'Pivot to the Pacific', designed to counter growing Chinese regional influence, but now face increased demands in

Europe as well. American naval deployments in critical areas such as the Baltic and Black Sea have already been stepped up in consequence. There have also been renewed calls for European nations to do more to protect themselves. These have gained most support among Russia's neighbours, benefitting a number of naval projects. Among these is Sweden's next-generation A-26 submarine, which will incorporate stealth technologies to improve its chances of survival in the confined waters of the Baltic.

The deterioration in the West's relations with Russia





has been a cause of particular embarrassment for France. It was due to deliver *Vladivostok*, the first of a pair of helicopter-carrying amphibious assault ships based on the French Navy's Mistral design, to the Russian Navy at the end of 2014. However, the transfer has been deferred following pressure from France's NATO partners. The second ship, *Sevastopol*, was floated out in November 2014. The construction contract, signed in 2011 when relations with Russia were far more cordial, is reportedly worth around €1.2 billion to French state-owned shipbuilder DCNS. This money will have to be repaid if the current impasse remains.

More broadly, the steady shift in maritime power and influence to the Asia-Pacific continues. Four of the world's ten most powerful fleets are based in the wider region, with ongoing Chinese naval expansion a continuing theme of press debate. Most media attention has been focused on the aircraft carrier *Liaoning*, which is primarily serving as a trials and training ship pending construction of fully operational ships.

Her arrival has influenced orders for a variety of aviation-capable vessels from other leading regional navies. Among these are Japan's Hyuga and Izumo class 'helicopter-carrying' destroyers. Both classes are primarily configured for anti-submarine and amphibious missions but feature a full-length through deck that could potentially be adapted for short take off and vertical landing (STOVL) operations. Japan is already acquiring the conventional variant of the Lockheed-Martin F-35 Lightning II Joint Strike Fighter and could therefore easily support the STOVL 'B' variant that will fly from the British Royal Navy's Queen Elizabeth class.

**LEFT** The Royal Australian Navy commissioned its first new Canberra class amphibious assault ship in November 2014. Although principally intended for helicopter operation, she is fitted with a ski-jump and may be equipped with F-35B Lightning II STOVL jets in due course. ROYAL AUSTRALIAN NAVY



The US Navy is experiencing a slowdown in the construction of major surface vessels due to the decision to terminate the new Zumwalt class at just three ships. The lead ship of this radical design, which features a ram bow reminiscent of French pre-Dreadnought battleships, is due to start sea trials in 2015. GENERAL DYNAMICS BATH IRON WORKS

#### WORLD NAVAL FLEET STRENGTHS • EARLY 2015

| COUNTRY                      | USA | FRANCE | ITALY | SPAIN | UK | RUSSIA | CHINA | INDIA | JAPAN | S KOREA |
|------------------------------|-----|--------|-------|-------|----|--------|-------|-------|-------|---------|
| Aircraft Carrier CVN/CV      | 10  | 1      | -     | -     | -  | 1      | 1     | 2     | -     | -       |
| Support Carrier CVS/CVH      | -   | -      | 2     | -     | -  | -      | -     | -     | 2     | -       |
| Strategic Missile Sub SSGN   | 14  | 4      | -     | -     | 4  | 13     | 4     | -     | -     | -       |
| Attack Submarine SSGN/SSN    | 58  | 6      | -     | -     | 6  | 20     | 6     | 1     | -     | -       |
| Patrol Submarine SSK         | -   | -      | 6     | 3     | -  | 20     | 50    | 13    | 16    | 13      |
| Fleet Escort CGN/CG/DDG/FFG  | 91  | 15     | 17    | 11    | 19 | 30     | 60    | 24    | 39    | 23      |
| Patrol Escort DD/FFG/FSG/FS  | 4   | 15     | 5     | -     | -  | 45     | 25    | 9     | 6     | 19      |
| Missile Attack Craft PGG/PTG | -   | -      | -     | -     | -  | 35     | 75    | 12    | 6     | 17      |
| Mine Countermeasures MCMV    | 11  | 14     | 10    | 6     | 15 | 40     | 25    | 7     | 29    | 9       |
| Major Amp LHD/LPD/LPH/LSD    | 31  | 4      | 3     | 3     | 6  | -      | 3     | 1     | 3     | 1       |

NOTES 1. Russia and China totals are approximate; 2. Support carrier numbers for Italy contain one vessel converted to an amphibious role

#### RAN HMAS Canberra

One country that is already actively considering the purchase of the F-35B to act as a naval strike aircraft is Australia. The Royal Australian Navy commissioned *Canberra*, the first of two new amphibious assault ships, on 28 November 2014. The largest ship ever to be operated by Australia, she is based on Spanish shipbuilder Navantia's Juan Carlos I design, which was specifically equipped with features such as a ski-jump to support a secondary role as a STOVL aircraft carrier. *Canberra* will spend 2015 on exercises designed to train her crew to support the safe operation of Australia's existing rotary aircraft prior to being joined by a sister, *Adelaide*, during 2016.



**ABOVE** Budgetary constraints are driving the US Navy towards the innovative use of commercial designs to fulfil secondary roles. A successful example of this trend is the new Spearhead class of high speed transports. These ships are an adaptation of an Australian-designed ferry to carry troops and equipment in lower-threat areas. US Navy



**ABOVE** The Chinese Navy is rapidly modernising its fleet through the construction of new destroyers, frigates and corvettes. The Type 054A frigate class, in particular, have become a familiar sight on overseas deployments; this image shows the eighth member of the class, Chang Zou, arriving in Sydney, Australia, on a goodwill visit. ROYAL AUSTRALIAN NAVY



In the longer term, Australia is also looking for new submarines. Acquisition of Japan's Soryu class design, which has the long endurance required for operations in the Pacific, is one option being seriously considered. JMSDF

## JAPANESE NAVY JDS Soryu

In the longer term, Australia is looking to renew and expand its submarine flotilla, potentially from six to as many as 12 boats. It had been assumed that these would be built domestically to a bespoke design. However, there have been concerns over local state-owned builder ASC's performance on other

contracts, leading to then Australian Defence Minister David Johnston somewhat colourfully asserting that he 'wouldn't trust them to build a canoe'. So it is no surprise that Australia has been exploring the purchase of Japan's Soryu class as an alternative.

The Japanese submarine is sufficiently large to operate successfully over the vast

expanse of the Pacific Ocean and, having first entered service in 2009, is a proven and reliable design. If a deal is concluded, the boats would probably still be assembled domestically, albeit from Japanese components. It would mark the first major export of Japanese defence equipment since the end of World War II and also strengthen links

between two American allies that have become increasingly wary of China's growing maritime presence.

## CHINESE NAVY Type 054A 'Jiangkai II'

Although China's aircraft carrier programme has been most often in the public eye, its construction of modern classes of destroyers, frigates



Russia's Mistral-type amphibious assault ship, Vladivostok, seen departing Saint Nazaire for the first time on trials in March 2014. The French-built ship is now ready for delivery to Russia but transfer has been deferred following pressure from France's NATO partners over Russia's annexation of the Crimea. BRUNO HURIET

## WARSHIP DETAILS

| SHIP           | HMAS CANBERRA                       | JDS SORYU                                              | TYPE 054A 'JIANGKAI II'                                                               | USS ZUMWALT (DDG-1000)                                             | USNS SPEARHEAD (JHSV-1)                     |
|----------------|-------------------------------------|--------------------------------------------------------|---------------------------------------------------------------------------------------|--------------------------------------------------------------------|---------------------------------------------|
| COUNTRY        | Australia                           | Japan                                                  | China                                                                                 | USA                                                                | USA                                         |
| TYPE           | Helicopter Carrier (LHD)            | Submarine (SSK)                                        | Frigate (FFG)                                                                         | Destroyer (DDG)                                                    | Transport (HSV)                             |
| DISPLACEMENT   | 27,100 tons                         | 4,200 tons                                             | 4,100 tons                                                                            | 15,000+ tons                                                       | 2,400 tons                                  |
| DIMENSIONS     | 231m x 32m x 7m                     | 84m x 9m x 8m                                          | 132m x 15m x 5m                                                                       | 183m x 25m x 8m                                                    | 103m x 29m x 4m                             |
| PROPULSION [1] | IEP, 21 knots                       | AIP, 20+ knots                                         | CODAD, 28 knots                                                                       | IEP, 30 knots                                                      | Diesel, 40+ knots                           |
| CREW           | 400+ embarked troops                | 65                                                     | 190                                                                                   | 145                                                                | 22+embarked troops                          |
| ARMAMENT [2]   | Up to 18 helicopters, Light weapons | 6 x torpedo tubes, Type 89 torpedoes, Harpoon missiles | 1 x 76mm gun, 2 x 30mm CIWS, 32 VLS cells, 8 x SSM, 6 x torpedo tubes, 1 x helicopter | 2 x 155mm guns, 2 x 30mm guns, 80 VLS cells, 2 x helicopters, UAVs | 4 x light weapons positions, 1 x helicopter |

[1] AIP = air-independent propulsion; CODAD = combined diesel & diesel; COGAG = combined gas & gas; CODLAG = combined diesel-electric & gas; CODOE = combined diesel or electric; IEP = integrated electric propulsion; [2] CIWS = close in weapons system; SSM = surface-to-surface missile; UAV = unmanned aerial vehicle; VLS = vertical launch system.





**ABOVE** The Ukrainian Navy submarine Zaporizhzhya pictured after seizure by Russian forces.

and littoral warfare corvettes have been at least as important to its ability to project naval power. Of these, the current workhorses of the fleet are the Type 054A multi-role frigates. These are also known as the Jiangkai II class in accordance with their NATO designation.

Around 20 of these frigates had entered service by early 2015. They have travelled as far afield as the Mediterranean and South Atlantic in support of Chinese maritime diplomacy and maintain a semi-permanent presence in the Indian Ocean on anti-piracy duties. Broadly equivalent in concept to the Royal Navy's Leander class of the 1960s, the Type 054A frigates are capable of supporting anti-air, anti-submarine and anti-surface missions on a compact hull of around 4,000 tons.

Weapons and electronics systems are of indigenous

manufacture, although many show a strong European or Russian influence. There is a strong emphasis on stealth characteristics, while an automated logistics management system helps support lengthy overseas deployments.

### **US NAVY USS Zumwalt**

In contrast to the steady flow of new ships being received by China, the US Navy is currently facing a pause in deliveries of large surface warships until renewed construction of Arleigh Burke (DDG-51) class destroyers starts. This hiccup in production has largely been caused by termination of the new Zumwalt (DDG-1000) class at just three ships after estimated costs spiralled out of control. This was probably the correct decision given the financial challenges faced by the US military. However,

reverting to a 1980s hull – albeit heavily modernised – for the US Navy's principal surface combatant remains controversial.

*Zumwalt* is due to start sea trials by mid-2015 after being floated out in October 2013. She has been built to a radical, stealthy design that includes a tumblehome hull form, a ram-type bow and a slab-like deckhouse that incorporates all key sensors. Extensive use of automation means that crew size is less than half that of the much smaller Burkes, reducing operating costs. Principal armament includes two long-range 155mm (six inch) guns, making the type particularly suited for supporting amphibious operations.

### **US NAVY USNS Spearhead**

The US Navy's ongoing search for economies is driving the

## **2014 in Retrospective Russia's seizure of the Crimea**

The major naval event in 2014 was Russia's seizure of the Crimean peninsula from the Ukraine through a military operation that was as efficient as it was ruthless. The initial stages of the operation saw Russia's existing military presence on the peninsula – the home of its own Black Sea Fleet – reinforced both by sea and air.

At the same time, Ukrainian naval forces were blockaded in their bases in a series of moves that included the scuttling of the decommissioned Soviet-era Project 1134B Kara class cruiser Ochakov as a blockship. Resistance to Russia's actions was negated by divided loyalties among Ukrainian forces, with many of its sailors being of Russian ethnicity. This was highlighted by the newly-appointed commander of the Ukrainian fleet effectively switching sides in early March.

A second stage of operations saw Ukrainian Navy ships and installations in the Crimea being seized in an almost bloodless operation. Among these was the elderly Project 641 Foxtrot class submarine Zaporizhzhya, reportedly the last operational boat of the type in the world.

The submarine hoisted the Russian flag on 22 March 2014 in an operation overseen by Special Forces and was subsequently berthed alongside the Russian Kilo class *Aloha*. It appears that Ukraine's ships were taken primarily to prevent them interfering with Russian operations and a number have subsequently been returned.



MARTEN OPEDAL/ NORWEGIAN ARMED FORCES



### NORWEGIAN NAVY KNM Skjold

Norway's proximity to Russia means that its armed forces are focussed on warfighting missions. This is typified by the six new Skjold class fast attack craft, which are now entering operational service after a protracted period of design and development that commenced in the 1990s. Designed principally for littoral operations against hostile surface ships in Norway's fjords, they are equipped with powerful

Kongsberg surface-to-surface missiles and a 76mm gun.

An air-cushion catamaran hull facilitates high-speed operation in shallow water and their top speed of over 60 knots makes them the fastest surface combatants currently in service. Attention to stealth extends to the use of a special camouflage scheme that resulted from scientific study of the tones found in Norway's topography.

The inset shows the massive damage caused to the

decommissioned frigate Trondheim during firing trials of the ships' Naval Strike Missile carried out by fourth member of the class, Steil.



PEDER TORP MATHISEN/  
NORWEGIAN ARMED FORCES

craft for onward transportation to the beach-head. A large section of the hull is cut away to allow air-cushioned landing craft (LCAC) to dock, with the ship being ballasted down for this purpose.

The MLP design is adaptable to other configurations. For example, other ships in the class are being fitted with a helicopter flight deck and additional accommodation to act as floating Special Forces bases. Unit cost of around US\$500 million to US\$600 million is only a fraction of a fully-fledged amphibious assault ship. As for the Spearhead class, operation is assigned to civilian mariners of the US Military Sealift Command.

### ITALIAN NAVY Carlo Bergamini and Virginio Fasan

One European programme making good progress is Italy's FREMM (Fregate Europee Multi-Missione) alliance with France to construct a series of modern frigates. Although a joint venture sharing a common hull and many systems, the two countries' ships have evolved into distinct designs. As such, the Italian variants have taken a very different appearance to their French half-sisters of the Aquitaine class (see SM, Mar 2013).

Constructed by Fincantieri at its yard at Riva Trigoso near Genoa before being shipped by barge to Muggiano in the Bay of La Spezia for systems integration, the Italian frigates

use of commercial designs to supplement high-specification warships in secondary roles. A good example of this trend is the Spearhead (JHSV-1) class of high speed transports. These are based on a series of Australian-designed catamaran-type ferries designed by Austal.

Constructed out of lightweight aluminium, the ships can transport troops, tanks and supporting equipment at speeds of more than 35 knots over distances in excess of 1,000 nautical miles. They incorporate a large flight deck to support helicopter operations. Although not intended for combat duties, they could also be used for secondary missions, such as drug interdiction and anti-piracy duties, in lower threat areas.

### US NAVY USNS Montford Point

The adaptation of a commercial design for naval missions has been taken a step further in the Montford Point (MLP-1) class mobile landing platforms. Derived from the four Alaska class oil tankers delivered to BP by General Dynamics NASSCO yard between 2004 and 2006, *Montford Point* is intended to provide a giant floating offshore base to support amphibious operations.

The basic concept is for Spearhead class transports and larger logistics ships to berth alongside the mobile landing platform to offload troops and equipment at a safe distance from a hostile shore. These would then be transhipped to military-specification landing



The Montford Point class of mobile offshore amphibious bases is a further extension of the US Navy's use of commercial designs for naval applications. Based on a BP oil tanker, she is intended for use as a transshipment point to transfer troops and equipment. Lewis B. Puller, pictured, is a modification of the type for Special Forces use. GENERAL DYNAMICS NASSCO



The Italian Navy is making good progress commissioning its new FREMM multi-mission frigates. This image shows the anti-submarine variant *Virginio Fasan* on trials off the Ligurian Coast, with the general purpose *Carlo Bergamini* behind. ITALIAN NAVY



are being built in general purpose (*Carlo Bergamini*) and anti-submarine (*Virginio Fasan*) sub-classes. The former type mounts a larger calibre gun and extra surface-to-surface missiles. The latter has a towed array

sonar and a wider range of anti-submarine weapons.

Eight ships of the class have been ordered so far, with the fifth, *Alpino*, being launched on 17 December 2014. Fincantieri is now preparing to build a class of smaller frigates for the Italian Navy and is enjoying success in export markets.

### INDIAN NAVY INS Vikramaditya

One country taking advantage of Italian expertise is India, which has appointed Fincantieri

to help with the design of the propulsion system for its much-delayed indigenous aircraft carrier *Vikrant*. Work on the new ship started as long ago as 2005. However, it is unlikely to be much before the end of the decade before she becomes operational. In the interim, Indian naval air power has been supplemented by the arrival of the refurbished former Russian aircraft carrier *Admiral Gorshkov*, formally inducted into the Indian Navy as *Vikramaditya* in June 2014.

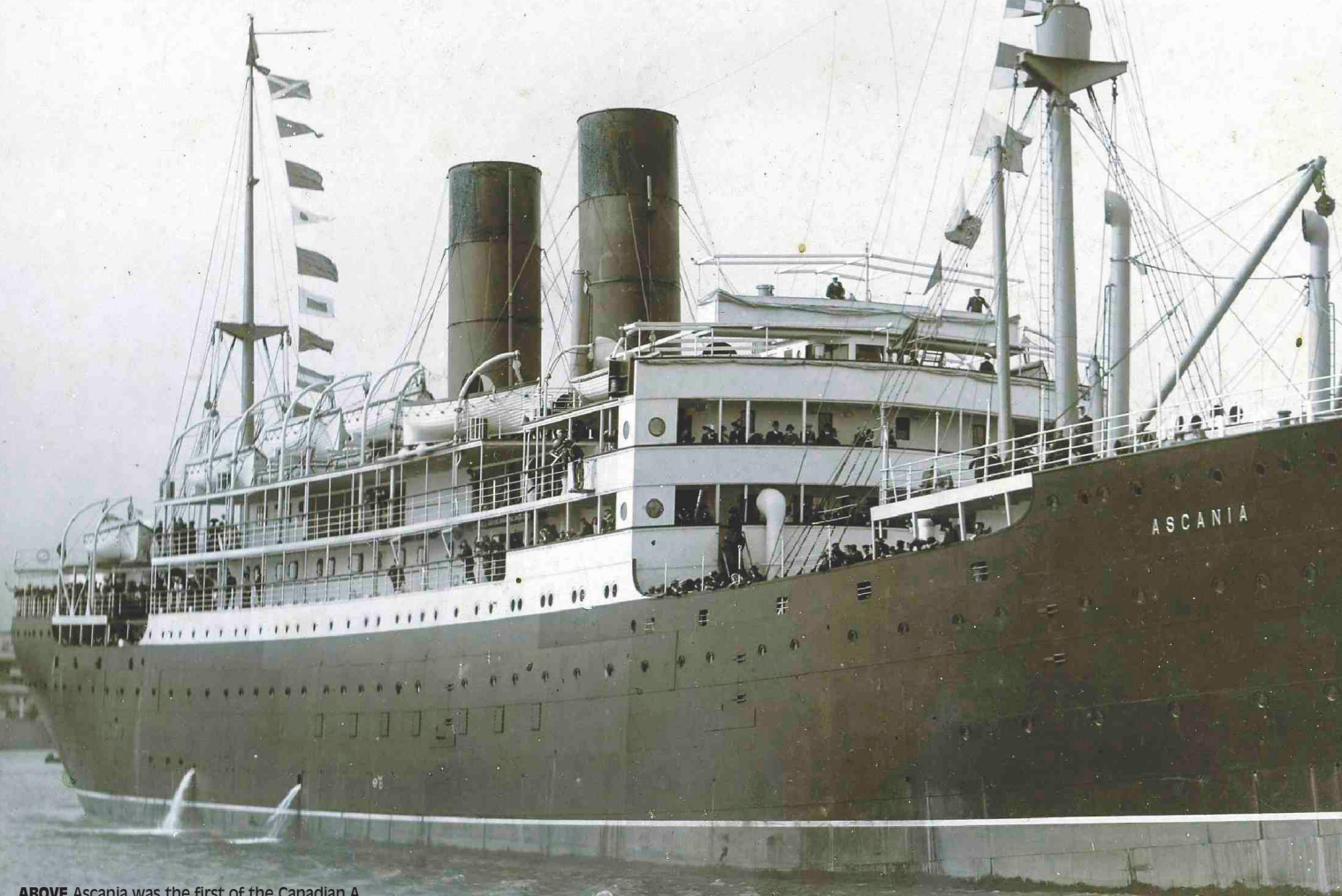
She has been adapted to operate in STOBAR (Short Take-Off Barrier Assisted Recovery) configuration. Under this method, aircraft use a ski-jump when being launched but are recovered with the assistance of traditional arrestor wires. India also continues to maintain the veteran carrier *Viraat* (the former Royal Navy *Hermes*) in service pending delivery of *Vikrant*. This provides her with the largest carrier force outside of the US Navy prior to the arrival of the British Queen Elizabeth class. **SM**



The Indian Navy's former Soviet carrier *Vikramaditya* in company with the Indian Navy's other aircraft carrier, *Viraat*. INDIAN NAVY



# 175 years of Cunard ships



**ABOVE** Ascania was the first of the Canadian A class liners with two funnels.

Although a large part of this year's celebrations will undoubtedly focus on Cunard's famous transatlantic liners to New York, it is important to remember that the shipment of cargo was just as important as passenger carryings during the first 150 years of Cunard's existence. The Mediterranean operation was equally important, as was the Canadian service and the many ships managed by Cunard during both World Wars.

From its first ship sailing

in 1840, Cunard operated a service between Liverpool and Halifax, Nova Scotia. However, because of changes in the mail contract, the Canadian route was dropped in 1867 and was only restarted in 1911, when Cunard bought the three ships and the London-Southampton-Quebec-Montreal service of Thomson Line.

These ships not only marked the start of Cunard sailings from Southampton, but also the first use of A names for the Cunard Canadian service ships. *Gerona* (1911/9,111gt) was under construction by

Swan, Hunter and Wigham Richardson Limited when Cunard bought the line. Completed as *Ascania*, she was the first of the Canadian A class liners with two funnels. She was wrecked off the coast of Newfoundland in June 1918.

For almost 100 years Cunard owned a number of passenger tenders which were used to disembark passengers at key ports such as Liverpool, Queenstown and Cherbourg. With the arrival at Liverpool of increasingly larger ships in the 1880s, two new tenders were built. One was the baggage

and fresh water carrier *Otter* (1880/165gt), while the other was the large passenger tender *Skirmisher* (1884/607gt), which became a familiar part of the Mersey scene until 1945. She also supplied fresh water to the liners and was the longest-serving Cunard ship.

To replace war losses, which included most of the intermediate liner fleet, ten cargo ships were bought by Cunard in 1919 for the north Atlantic trade. They were given V names and included six wartime standard ships which originally had names



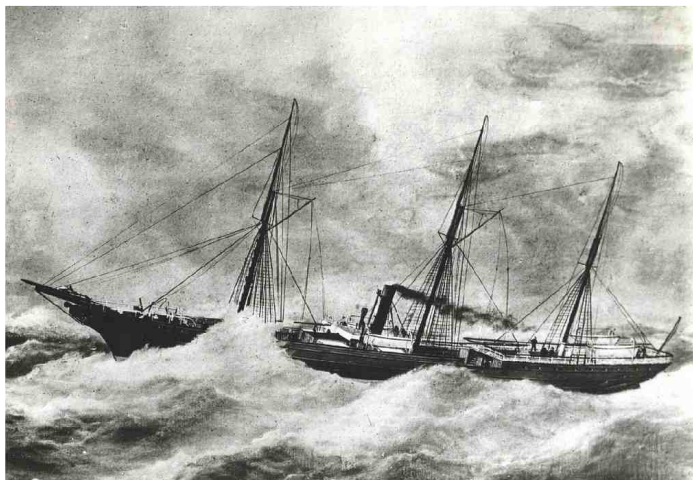
To celebrate the 175th anniversary of Cunard Line, Peter Newall, author of *Cunard Line: A Fleet History*, has selected a dozen ships which show the diversity of Cunard's operations over the years



**ABOVE** The World War I standard-type freighter Vennonia was probably one of the most unattractive ships ever owned by Cunard.



**ABOVE** The Liverpool passenger tender Skirmisher was the longest-serving Cunard ship.



**ABOVE** British Queen was the longest-serving deepsea Cunarder.



The Mediterranean trader Bothnia was in the Cunard fleet for 27 years.

beginning with War. *Vennonia* (1918/5,225gt, ex- *War Carp*) with her distinctive goalpost masts, was a B type standard ship and was probably one of the most unattractive ships ever owned by Cunard. She was in the fleet for only five years, from 1919 to 1924, when she was sold to the American-Levant Line Ltd, a Cunard subsidiary. Her career came to an end in 1941 when, as the Italian ship *Zeffiro*, she struck a mine and sank off the coast of Tunisia.

The last conventional freighters built for Cunard were the engines-aft Media



class ships, delivered between 1963 and 1966. They were designed primarily for a weekly service between Liverpool and New York and were also able to transit the Manchester Ship Canal. Their deadweight of 7,000 tons was considered, at that time, to be the optimum size for a cargo liner operating a regular service between New York and Great Britain.

The first four ships were completed for Cunard, while the final trio were built and owned by their builders, Cammell Laird, and bareboat chartered to Cunard. *Scotia* (1966/5,825gt), the last to be completed, was only in the Cunard fleet for four years and was sold to Neptune Orient Lines in 1970. She was broken up at Bombay in 1984.

### KEY FACTS

Some key facts about the early history of Cunard

**1839** July 23: British and North American Royal Mail Steam Packet Company formed.

**1840** May 16: Unicorn made first sailing from Liverpool to Halifax.

**1840** July 4: Britannia, the first of British and North American's new ships, sailed from Liverpool at the official start of the new transatlantic service from Liverpool to Halifax and Boston.

**1847** December: Liverpool to New York direct service commenced.

**1852** Cunard took delivery of Andes, its first iron-hulled ship.

**1855** The British and Foreign Steam Navigation Company was formed to operate the Liverpool to the Mediterranean service.

**1862** Scotia, the last paddle steamer, was completed.

**1870** Batavia was British and North American's first ship with compound engines.

**1880** Formation of the Cunard Steamship Company Limited.

**1881** Servia Cunard's first ship built from steel.

**1884** Etruria was the largest, excluding Great Eastern, and most powerful ship in the world.

**1893** The record breakers Campania and Lucania entered service and because they had twin screws, were the first in the fleet to dispense with sails.

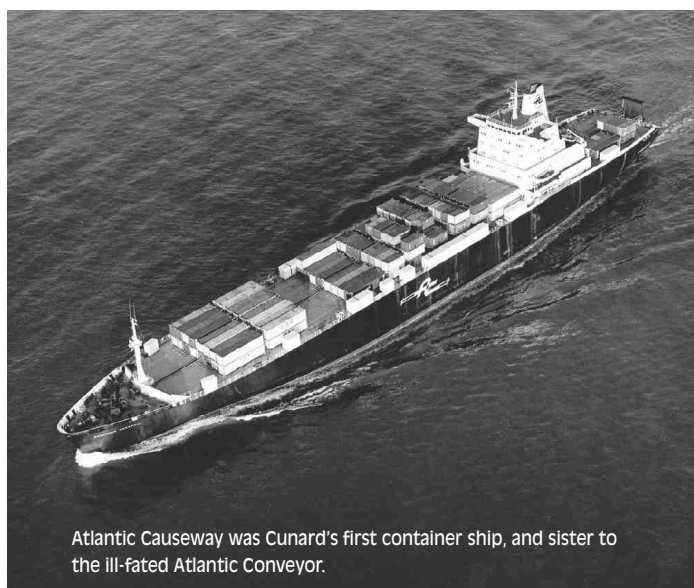


Lustrous was the first of a new class of product tankers built in Sweden.

In December 1966 Cunard joined the Atlantic Container Line (ACL) consortium and ordered two ships from Swan Hunter Shipbuilders Ltd. *Atlantic Causeway* (1969/14,946gt) was Cunard's first container ship and, in December 1969, she sailed from Southampton on her maiden voyage to New York. The second ship, *Atlantic Conveyor*, followed in March 1970. Both vessels were requisitioned by the British Government as transports during the 1982 Falkland campaign and were fitted with a flight deck for Harrier jump jets and an aviation fuel system. Unfortunately, *Atlantic Conveyor* was hit and sunk by missiles during an Argentinian air attack. *Atlantic Causeway* was sold to Taiwanese breakers in 1986.

### To the Mediterranean

Although Cunard is usually associated with the north Atlantic, for 113 years it also ran a successful service between Liverpool and the Mediterranean. The second-hand *British Queen* (1849/773gt) inaugurated the new route from Liverpool to Constantinople via Gibraltar and Malta in 1852. Between



Atlantic Causeway was Cunard's first container ship, and sister to the ill-fated Atlantic Conveyor.

1853 and 1866 23 ships were built for the Mediterranean trade, which operated under the Burns and Maciver name. *British Queen* was the company's first screw-driven ship. She remained in the fleet until 1899 and was the longest-serving deepsea Cunard ship.

In the latter half of the 1920s a quartet of Mediterranean traders were ordered as replacements for Cunard's four elderly Mediterranean ships. The 2,400-ton B class ships

were delivered in 1928. Initially owned by America-Levant Line, in which Cunard had a controlling interest, they were transferred to Cunard Line ownership in 1930 with the sale of Cunard's shareholding in America-Levant Line to S. and J. Thompson. From 1928 to 1946, the B class ships were the only cargo-only vessels in the Cunard fleet, and were not transferred to Cunard White Star Line in 1934. *Bothnia* (1928/2,402gt) was the third

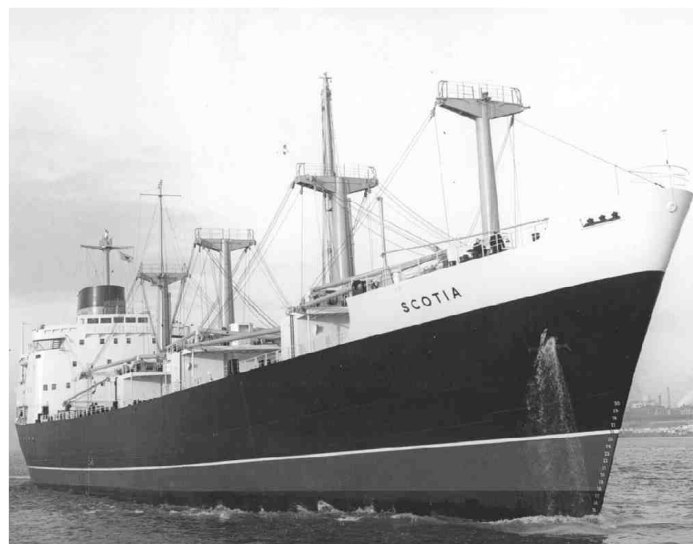


to be completed and the last to be sold, in 1955. As the Lebanese trader *Capetan Manolis*, she ran aground near Casablanca in 1960 and became a total loss.

### Cunard tankers

In 1964 Cunard's subsidiary, Thos. & Jn. Brocklebank, bought the Liverpool tanker firm H. E. Moss and Co's Tankers Ltd. This company, which had been founded in 1854, had a small fleet of medium-size tankers. Although the ships were registered in the ownership of the Cunard Steam-Ship Co Ltd, they continued to use the Moss livery.

Between 1968 and 1972 five motor-driven product tankers of just under 15,000gt were built for the company by the Swedish yard Eriksbergs. *Lustrous* (1968/14,923gt), the first of the new class, remained in the fleet until 1977, when she was bought by a Greek company. She was demolished in 1999 at Alang.



**ABOVE** *Scotia* was the last conventional freighter built for Cunard.

In 1970 Cunard decided to enter the worldwide bulk dry cargo market trade, i.e. coal, grain, fertiliser, lumber and steel products. Eight 15,498gt single-deck motor vessels were ordered from the Spanish shipbuilder Astilleros Españoles. They were based on a standard bulk carrier design

developed by the shipyard, but with four electrically-operated 15-ton cranes, and grabs instead of derricks.

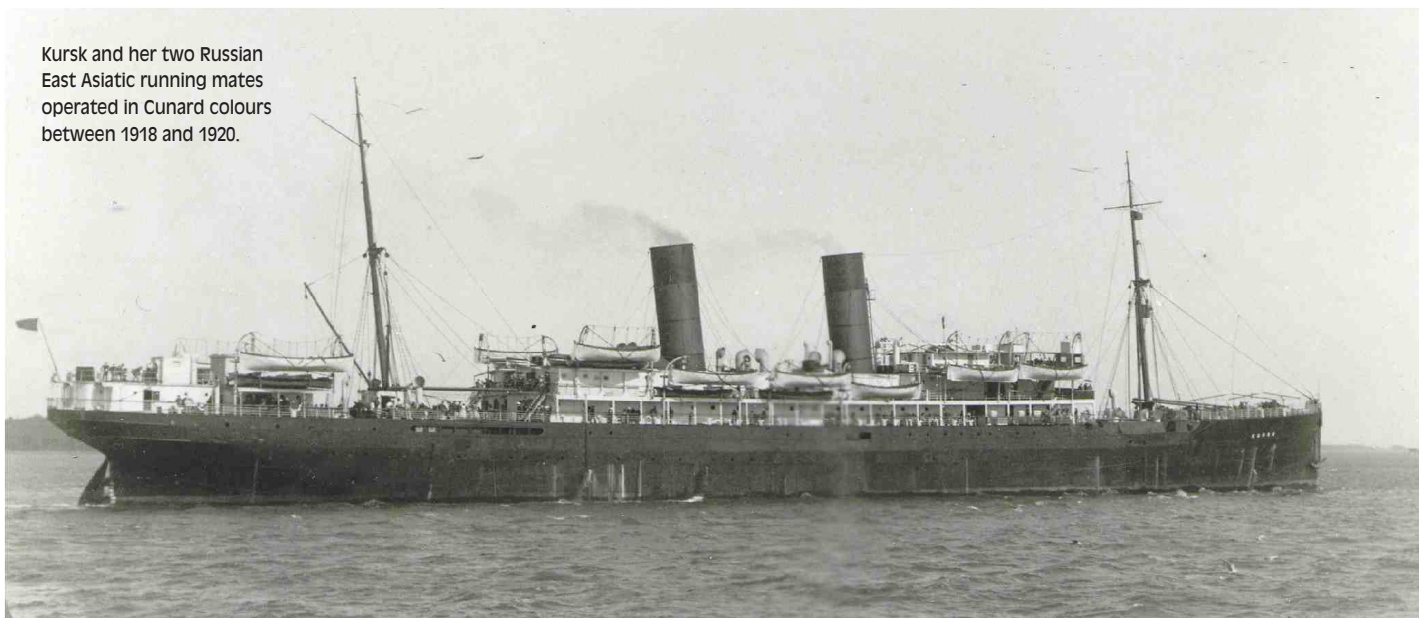
The eight bulkers were delivered at regular intervals between 1972 and 1973 and were given names beginning with Cunard. Despite this, they had Brocklebank funnel



Cunard Campaigner was Cunard's first bulk carrier.



Kursk and her two Russian East Asiatic running mates operated in Cunard colours between 1918 and 1920.



colours and were each manned by British officers and Indian seamen. *Cunard Campaigner* (1972/15,498gt) was the first in the series. She was sold after two years to the Great Eastern Shipping Co Ltd, Bombay. In 1994 she was abandoned in the Arabian Sea after her engine room flooded.

In 1976 Cunard bought ten new fruit ships from the creditors of the bankrupt Haifa-based firm Maritime Fruit Carriers Company Ltd. They consisted of three distinct types

of ships, which were all given classic Cunard names ending in -ia. The four Danish-built S class ships were among the largest reefers in the world, and spent most of their time with Cunard on charter to Salem and United Brands. After a period of lay-up in Birkenhead, *Scythia* (1976/12,059gt) and her three sisters were sold in 1976 to the Greek company Kappa Maritime. Renamed *Centaurus*, she was declared a constructive total loss after an engine room fire in 1989.

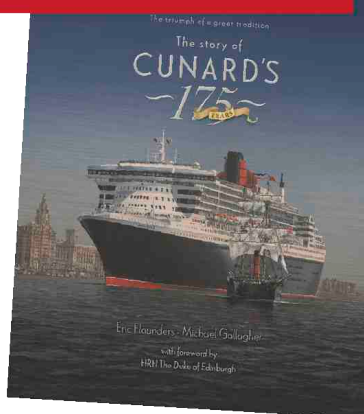
Cunard managed 16 ships for the Shipping Controller between 1915 and 1921. These included four twin-screw passenger liners which belonged to the St Petersburg-based Russian East Asiatic Steam Ship Co Ltd, a subsidiary of A/S Det Østasiatiske Kompagni, Copenhagen. One of these ships, *Kursk* (1910/ 7,869gt), was managed from 1918 until 1920, when she was returned to her owners. In 1930 she became Gdynia-Amerika Line's *Polonia* and was sold for

demolition in 1939.

During World War II and in the immediate post-war era the company managed 31 ships for the Ministry of Transport, including 19 cargo ships. Among these were eight United States Liberty-type standard ships with 'Sam' names, including *Samouse* (1943/7,219gt). Completed in 40 days, she was managed by Cunard between 1944 and 1947. In 1947 she was sold to Bank Line as *Marabank*. She was broken up in 1969. 

## CUNARD COMPETITION

To celebrate its 175th anniversary Cunard Line will be generously offering a Ships Monthly reader a copy of 'The Story of Cunard's 175 Years: The Triumph of a Great Tradition' by Eric Flounders and Michael Gallagher and lunch aboard one of the *Queens* in Southampton. The book will be presented during the lunch.



**To win this prize, simply answer the following questions:**

- 1** What ship took the first transatlantic sailing?
- 2** What was the first Canadian A class liner with two funnels?
- 3** What was Cunard's first container ship?

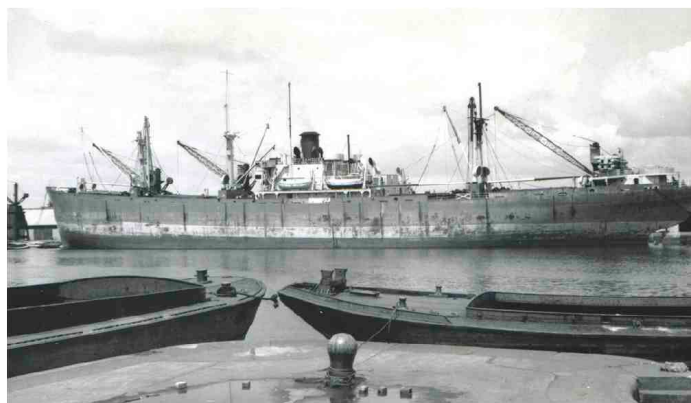
ENTER ONLINE

[www.shipsmonthly.com/competitions](http://www.shipsmonthly.com/competitions)

**RULES** Employees of Kelsey Publishing (or contracted freelance contributors) and their families are not eligible. The winner will be chosen by a computer-generated, random draw out of all the correct entries. **Closing date for entries is 31 March 2015.** Results will be published in the June 2015 issue.



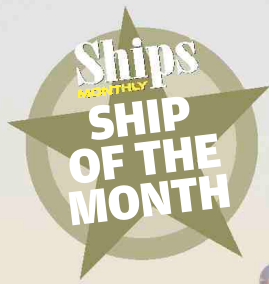
**ABOVE** In 1976 *Scythia* was one of the largest reefers in the world.



**ABOVE** *Samouse*, seen here in London in June 1946, was one of eight Liberty-type standard ships managed by Cunard during World War II.



# QUEEN ELIZABETH



Queen Elizabeth departing Fremantle, Australia. CHRIS FRAME



## Five years of service for Cunard's latest Queen

During Cunard's 175th anniversary year, Queen Elizabeth will celebrate her fifth year with the Carnival-owned brand, as Chris Frame reports.

Entering service on 12 October 2010, the modified Vista class cruise ship *Queen Elizabeth* has been based primarily in Southampton, although she has also operated a Mediterranean season, home-porting in various Italian ports. The Panamax-sized vessel (964.5ft by 106ft) has also undertaken world cruises.

*Queen Elizabeth* is similar to her 90,200gt fleetmate *Queen Victoria*, both ships being based on Holland America's Vista class design. Changes to the design were made to *Queen Victoria*, and there have been further alterations to it on *Queen Elizabeth*, so, while the ship does share similarities to the other Vista class vessels, she is distinctive among the class.

### Vista Queens

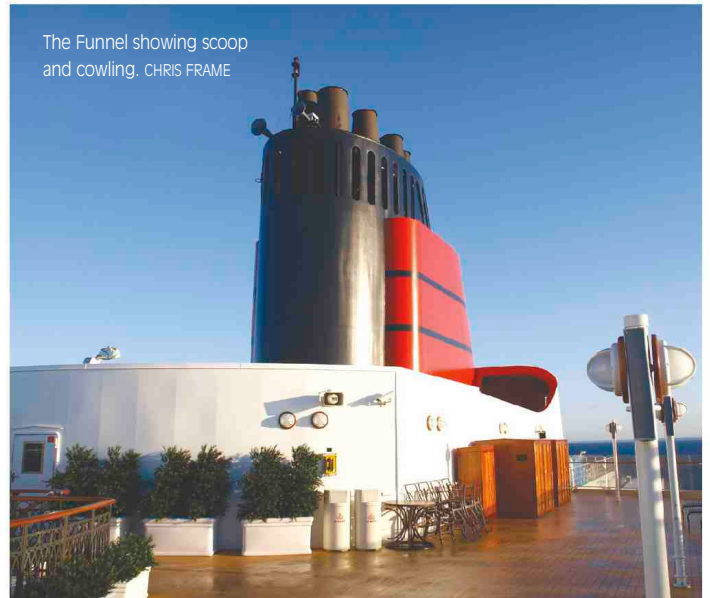
Cunard first ordered a Vista class ship in 2003, when hull no.6078 was allocated to the

line. Built at the Fincantieri Porto Marghera yard, the 83,781gt vessel had few design changes from the standard Vista class configuration and was due to replace *Caronia* (24,292gt; 626.5ft x 82ft; nine decks) in the Cunard fleet from 2005. However, hull no.6078 never saw Cunard service and was instead delivered to P&O Cruises as *Arcadia*.

Cunard subsequently ordered a new vessel, *Queen Victoria* (964.5ft by 106ft; 12 decks). The ship was altered, as Cunard put it, 'to adhere to the grand ocean liner design inspired by current vessels *QE2* and *QM2*'. In essence, this meant the vessel was lengthened by 36ft over the base Vista design, to accommodate the Grills restaurants, as well as a ballroom.

However, the changes incorporated were far more significant than simply adding space for dining and dancing. The lengthened hull offered

The Funnel showing scoop and cowling. CHRIS FRAME



the vessel greater transverse stability, while the ship's bow was substantially strengthened, essential for Cunard's planned use of the vessel on seasonal transatlantic crossings.

Other notable changes included the removal of the glass elevators on the exterior of the design, amidships, a hallmark of the Vista ships. This was also for strengthening

reasons, while reinforced beams were added to the forward end of the hull to further increase the vessel's strength.

The ship's mast and funnel resemble those aboard *QE2* and *QM2*. The funnel structure is larger than that found on the other Vista class ships, with a wind scoop at the base and a decorative cowling. The scoop forces air up and over





# QUEEN ELIZABETH



Life buoy, ex Southampton.



Sheltered deck scene.



Sheltered sports area, unique to QE.



SHIP OF THE MONTH

# Ships<sup>TM</sup>

## MONTHLY



FOTOFLITE



One of the store rooms.



The extended Top Deck.



Over 71 per cent of cabins have balconies.



## QUEEN ELIZABETH

|                   |                                                                                        |
|-------------------|----------------------------------------------------------------------------------------|
| <b>BUILT</b>      | Laid down 2.7.2009, launched 5.1.2010, built at Fincantieri Monfalcone Shipyard, Italy |
| <b>DIMENSIONS</b> | 964.5ft x 106ft x 25.9ft, height 179ft                                                 |
| <b>TONNAGE</b>    | 90,401gt                                                                               |
| <b>PASSENGERS</b> | 2,092 (lower berth occupancy), 1,007 passenger cabins                                  |
| <b>CREW</b>       | 996                                                                                    |
| <b>DECKS</b>      | 12                                                                                     |
| <b>REGISTERED</b> | Hamilton, Bermuda                                                                      |

the funnel as the ship moves forward, while hot exhaust is vented from the back of the cowling. This airflow keeps smoke and soot off the aft decks, and is a design perfected for *QE2* and since used on all three of the modern Queens.

With *Queen Victoria* floated out in January 2007, Cunard turned their attention to a running mate to fill the gap left by *QE2*'s 2008 retirement. So in October 2007 Cunard contracted Fincantieri to build a new Vista class vessel, to be named *Queen Elizabeth*, at a cost of over £350 million. Near identical to *Queen Victoria*, the new ship, build no.6187,

shared the length, strength and characteristics of her fleet mate.

Like most modern cruise ships, *Queen Elizabeth* was built in a dry dock, with a series of prefabricated sections welded together to form the complete vessel. Each section came with the interior walls, cabling and ducting completed, with an average weight of 300 tons. The first of these blocks (the keel) was laid on 2 July 2009, while the floating-out took place on 5 January 2010.

*Queen Elizabeth*'s design was altered slightly from *Queen Victoria*'s to increase her passenger capacity. Extra cabins were added aft, bringing

the total to 1,046. This allows *Queen Elizabeth* to carry 78 more passengers than *Queen Victoria* (2,092 against 2,014) and gives the ship a squarer stern profile.

*Queen Elizabeth*'s exterior was further altered with the addition of a sheltered structure atop her bridge. This houses the sports deck and can be used in all weather conditions, but gives the ship a distinctive boxy forward profile, making her easy to identify among Vista class ships. The additions made give the vessel a larger overall tonnage of 90,401gt, making her the second largest Cunard ship ever commissioned.

Mechanically, the ship differs from other Vista class vessels, including *Queen Victoria*, in that she was equipped with six Caterpillar MaK M43C medium speed diesels, with a combined output of 64,000kw achieved at 514rpm (the others use Sulzer diesels). A S12R PTA Mitsubishi emergency engine with an output of 1,200kW allows for emergency lighting and bridge communication if the main power plant is unavailable.

### In the engine room

The main engines power everything from lighting and electric outlets (at 110v and

QE's boxy stern profile allowing for extra cabins. CHRIS FRAME



Queen Elizabeth heading through a Biscay gale, as seen from Queen Victoria. COURTESY COMMODORE RYND





220v) to air conditioning, the vacuum toilet system and the cold storage rooms. These cold storage rooms, located below the waterline, have a significant capacity, as passengers on the vessel consume about 1.5 million eggs, 119,000 bottles of champagne and 228,000 bottles of wine during a year of cruising, and all of these are kept in the cold storage areas.

The podded propulsion system consists of two 17.6kW ABB Azipods, which rotate 360 degrees. Electricity is provided to each pod at 11kW, and the pods give the ship a cruising speed of 21½ knots. The benefit of the pods is to

## Queen Elizabeth • Highlights of her five-year career

● **Registration** When Queen Elizabeth entered service, she was registered in Southampton. Her official number, GBTT, was the same as that used on QE2 (1969-2008) and the original Queen Mary (1934-1967). Cunard were at pains to highlight the historical significance of this, as well as the importance of the fleet being registered in England. However, Queen Elizabeth's registration changed a year later to Hamilton, as the Cunard fleet was reregistered in Bermuda. This move, which allowed Cunard to commence a weddings-at-sea programme, was met by an angry reaction from Cunard loyalists, who took to social media to voice their disappointment that the ships would no longer be registered in England. ZCEF2 replaced GBTT as the official number, but despite the negative media, bookings were unaffected.

● **2010** HM Queen Elizabeth II named the ship at a ceremony

in Southampton on 11 October 2010. Captain Chris Wells, who had worked for many years aboard QE2 and QM2, was appointed the ship's first master and participated in the naming ceremony. The following day the vessel commenced her maiden voyage to Portugal and Spain.

● **2011** In January Queen Elizabeth set off on her inaugural world cruise. A key event was a winter transatlantic crossing in tandem with Queen Victoria. In heavy seas the ship performed well, although there was some damage to the sprinkler system on the cabin balconies.

● **2011** In February Queen Elizabeth met QM2 in Sydney Harbour. The two ships manoeuvred at close quarters off Mrs Macquarie's Chair near Sydney Opera House and attracted large crowds, albeit not on the same scale as for the 2007 rendezvous of QE2 and QM2 in the same port, estimated at a million.

● **2012** Queen Elizabeth rendezvoused with Queen Mary 2 and Queen Victoria to celebrate the Queen's Diamond Jubilee.

● **2014** Hosted the Commonwealth Games Queens Baton Relay Team while alongside in Southampton.

● **2014** In May the ship entered the dry dock at Blohm + Voss in Hamburg for her first refurbishment. In 20 days, 950 contractors completed a series of upgrades, including reconfiguring nine cabins to single occupancy, a welcome change for Cunard's many single passengers. Cabin televisions were replaced with new LCD screens, while additional shelter was added to the open deck areas. A new filtration system was fitted to the ship's exhaust system, aimed at reducing the vessel's environmental impact.

● **THE FUTURE** Queen Elizabeth is still young among the cruise ships of the world. Her career with Cunard is expected to last well past 2030.

allow excellent manoeuvrability while berthing. Commodore Christopher Rynd, Cunard's senior master, who commanded *Queen Elizabeth* for several seasons, explains: 'each pod will, at manoeuvring speed (normally below ten knots), rotate around its axis, providing thrust in

any direction. This gives considerable power at the stern for manoeuvring, which is more versatile and more powerful than having stern thrusters. Therefore the vessel will turn more quickly and tightly, stop in less distance and power off or onto her berth with greater ease

in strong winds and currents'.

To further help with manoeuvrability, *Queen Elizabeth* was fitted with three 2.2MW bow thrusters. When working in tandem with the pods, the thrusters allow the ship to berth and unberth without the aid of tugs. **SM**





# “Just like a giant vacuum cleaner”

How do the large ships manage to sail into port and yet not run aground when they have a seemingly large draught? That was what Michael Roussel asked William Heaps, Deputy Marine advisor for Associated British Ports, who own and operate the Port of Southampton.



To find out how the Port of Southampton undertakes its dredging operations, I went on board the dredger *UKD Bluefin* while she was undertaking the maintenance dredging in the Port. I joined the ship at Dock Head, and the dredger sailed the short distance to Ocean Dock, the area to be dredged.

The dredging work is undertaken by UKD (United Kingdom Dredging), the dredging division of ABP which dredges most of their 22 ports and harbours. *UKD Bluefin* is the largest dredger in the fleet and is well suited to the dredging operations in Southampton because of the distance to the licensed disposal

site, which lies in the Solent south of the Nab Tower.

The company has three trailing suction hopper dredgers: *UKD Bluefin*, *UKD Marlin* and *UKD Orca*. There is a more traditional older grab dredger, *UKD Cherrysand*, built in 1968 and very effective for getting into awkward places. There are also two bed levellers, *UKD Seahorse* and *UKD Sealion*, which work in conjunction with the grab and suction dredgers, levelling out the seabed or pulling materials from the seawall or inaccessible areas. The plough will pull the material out and the dredger then sucks it up.

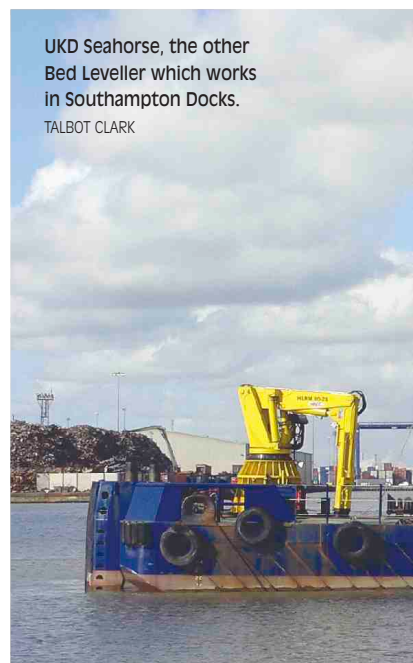
Prior to the dredger's arrival on site, the port hydrographer undertakes a pre-dredge survey. The dredger then takes away the excess materials and the

bed leveller flattens anything left behind. Afterwards, the hydrographer undertakes a post dredge survey to check that all is in order and the required depth has been achieved.

The channel and berth depths are dictated by the shipping requirements. At Southampton, the main channel is dredged to a depth of 13.2m (43.8ft), which was increased from 12.6m during a major deepening project in 2014. The Ocean Dock has a depth of 10.2m (33.4ft), with two deep berths either side down to 11.7m (38.3ft). The berths have different maintained depths depending on the traffic requirements. For example, the cruise ships need less depth in which to dock than the container ships, which have

UKD Seahorse, the other Bed Leveller which works in Southampton Docks.

TALBOT CLARK





# nt eaner”

## UKD BLUEFIN

|                        |                                            |
|------------------------|--------------------------------------------|
| <b>BUILT</b>           | 1997, Ferguson Shipbuilders                |
| <b>CLASSIFICATION</b>  | BV 13/3E Deep Sea Hopper Dredger           |
| <b>DIMENSIONS</b>      | 98m x 18m x 4.2m                           |
| <b>TONNAGE</b>         | 4,171gt                                    |
| <b>MAIN ENGINES</b>    | 2 x 2,460kw, bow thrust 375kw              |
| <b>HOPPER CAPACITY</b> | 3,900m <sup>3</sup> , max dredge depth 28m |
| <b>PUMPS</b>           | Dredge pump 2 x 600kw, jet pump 2 x 315kw  |

UKD Bluefin sailing high in the water after emptying the hopper. NICHOLAS LEACH



maintained depths down to a minimum of 16m (53.1ft) at the new SCT 5 berth, at chart datum, the depth at low tide.

*UKD Bluefin* measures 98m (321.5ft) by 18m (59ft), with a maximum draught of 6.5m (21.3ft). She is a trailing suction hopper dredger, with the suction pipe trailing behind the vessel, and can carry 3,900m<sup>3</sup> of materials. The weight of the material, depending on density, is about 6500 tonnes.

*UKD Bluefin* has two crews of 11 working two weeks on and two weeks off. The duty crew work 24 hours a day and consists of master, chief mate, second mate, chief engineer, second and third engineer, two dredge masters, cook, an AB (Able Seaman) on deck for tying up and other deck duties, and an

## DREDGER PROFILE



**ABOVE** UKD Sealion Bed Leveller is required to flatten out the seabed.



**ABOVE** The draghead and draghead gantry on UKD Bluefin.



**ABOVE** UKD Bluefin with a full hopper leaving for the deposit site.



**ABOVE** The Master of UKD Bluefin steering from the wing console.

AB assistant dredge master. The company works 362 days a year and only stops for three days at Christmas. On board each crew member has their own cabin with shower. The vessel is completely self-contained and only needs to come alongside to take on enough fuel, water, food and provisions for a four-week period.

Paul Mitchell, UKD operations manager, was on board *UKD Bluefin* and explained: ‘My job involves liaison with the port authorities and checking the dredging priorities. I will look at the surveys, estimate how much material needs to be dredged and work out the amount of time we need to work in each area. I work in close cooperation with the port and





**ABOVE** UKD Bluefin leaving Dock Head after the UKD Operations Manager and author had disembarked.



**ABOVE** Dredge master at the back of the bridge controlling the dredging equipment with the help of the electronic display of the seabed.



**ABOVE** Paul Mitchell, UKD Operations Manager.



**ABOVE** John Tindall, master of the UKD Bluefin for this dredging operation.

the master of the vessel. My job also involves spending time on board the vessels looking after the crewing side of things, ensuring the right crew have the right qualifications.'

### On board the dredger

The central console on the bridge is the general navigation point on the vessel when working in wide channels, but in narrow channels the port and starboard wing controls are used for controlling the ship. John Tindall, master of *UKD Bluefin*, explained the process:

'At the moment we have one pipe to dredge down the centre line and the materials are being sucked up and dropped into the hopper. These materials appear to be silt, which is what we would expect in Southampton. The main role of the master is day work and the mates on the ship, who are all ship handlers, tend to drive the ship most.'

The dredger would normally use two pipes, but as the Ocean Dock is only about 300m (984ft) long by 20m (65ft) wide, they can only use one pipe, which involves 'backing and filling'. That means they have to lift the pipe off the

bottom and 'back up' to dredge forward again until the whole dock has been dredged. This way takes about two hours to fill the hopper instead of 25 minutes, the time when using two dredge pipes and dredging in one direction only.

The standard operation in this type of area involves a trailer hopper suction dredger, which acts like 'a giant vacuum cleaner' to suck up materials from the seabed and deposit them into a hopper. As a result of trailing the drag arms across the bottom of the seabed, there will be grooves, so the bed levelling tugs follow the dredger to smooth the seabed.

The dredge master is at the back of the bridge, facing the stern and controlling the dredging equipment. He controls the speed and depth of the drag head and the pressure the drag head is putting on the seabed. An electronic display shows a digital map of the seabed and the area being dredged. It is colour-coded to indicate which areas need to be dredged and which areas are already deep enough or have already been dredged. The display updates the colour automatically during dredging.

The ship's master explains that it is very important that they pick up the material as fast as they can to reduce the length of time of the cycle. The average time taken for the Southampton cycle is about 6½ hours to and from the licensed disposal site. This is quite long in dredging terms; on the Humber, the site for dumping is only about ten minutes away.

Dredging is becoming more advanced with the use of GPS and up-to-date surveys which ensure the exact position and depth can be targeted. This is necessary to ensure that the vessel is positioned exactly over the dump site in the Solent to meet the licence requirements. The time taken to dispose of all the material at the dump site through hydraulically operated doors at the bottom of the ship is only 20 seconds.

*UKD Bluefin* spends about 60 days a year working at Southampton to restore the channels and berths to the required maintenance depths. The dredgers visit twice a year, once in the spring and once in the autumn. Some ports have to have particular times for dredging, such as the Welsh

ports, where they have maximum siltation in the winter months as a result of winter storms in the Atlantic. The storms stir up the seabed, from where silt fills the channels in the winter.

On the Humber the channels are dredged in the summer because it is a fast flowing river in winter and does not silt up so much, but in the summer the particles that are held in suspension when the river is running fast settle. So *UKD Bluefin's* programme sees her spending the winter in Wales, the summer on the Humber and the spring and autumn in Southampton. As well as ABP ports, *UKD Bluefin* dredges other European ports and has been as far as Damietta, Egypt.

Once the hopper was full, the vessel left Ocean Dock to take the material out to the deposit site, but first it stopped at Dock Head to let the UKD Operations Manager and author off. When *UKD Bluefin* pulled alongside Dock Head the tide was low and the dredger was very low in the water because of the weight of material in the hopper. It was a long way to climb up the metal ladder at Dock Head. **SM**



# SHIPS CLOCK SHOP

**NEW FROM SELDEC MARITIME**

**A RANGE OF HINGED SHIPS CLOCKS MADE IN ENGLAND.**

REAL GLASS LENS

WALL / BULKHEAD MOUNTING.

HINGED FRONT OPENING.

OPENS FROM FRONT FOR EASE OF BATTERY  
CHANGE.

DIAL 6" (150mm) DIAMETER.

BEZEL 7" (180mm).

HEIGHT 2.5" (60mm).

BASE DIAMETER 8" (203mm).

QUALITY GERMAN QUARTZ MOVEMENT.

POLISHED BRASS CASE.

ENCLOSED REAR.

3 MOUNTING HOLES.

REQUIRES "AA" BATTERY (SUPPLIED).



Galley



Radio Room



Bridge



24 Hour



Saloon

**Clocks pictured with hinged bezel slightly open.**

All Clocks may be personalised with picture of ship with name, name of ship only, Radio Callsign or your own choice.

Photographs / pictures may be sent by email or by normal post. Photographs submitted will be returned intact.

**NO charge for personalisation.**

**All Clocks Price £72.00. Post & Packing £7.75 (UK Only).**

**These are just five of our range of Ships Clocks, see others on our web site**

**[www.ships-clocks.co.uk](http://www.ships-clocks.co.uk)**

**or request free colour catalogue.**

**We accept Cheques, Credit/Debit Cards or PayPal. (No account required)**

Post & Packing charges are for UK only, EU and worldwide please email or phone for postal charges.

**Seldec Publishing, 27 Chichester Avenue, Kidderminster Worcestershire DY11 5JA**

**Email [seldec@aol.com](mailto:seldec@aol.com)**

**Telephone 01562 746620**



# Baltic Sea



Silja Line was one of the big innovators of the ferry business between the 1960s and 1990s. But when the company fell on hard times, it was eventually absorbed into the burgeoning Tallink empire, as Kalle Id explains.

Although the name Silja did not appear until 1956, the roots of the company can be traced back to 1904, when two Finnish shipowners, Finska Ångfartygs Aktiebolag (FÅA, later Effoa) and Ångfartygs Aktiebolag Bore, ended a fierce rivalry on the Turku-Stockholm line and initiated a joint service. In 1918 the Stockholm-based Rederi AB Svea joined as a third partner. Collectively, the three companies were referred to in Swedish (the home language of all three companies) as De Samseglande Rederierna, meaning 'The Joint Service Ship Owners'.

During the period before World War II, De Samseglande generally operated with either aged second-hand tonnage or older steamers that had been replaced by new units on

more prestigious services. This changed when the Soviet Union gained control of the entire southern coast of the Baltic Sea, either directly or via satellite states, at the end of World War II. The routes to Sweden now became Finland's 'Window into the West', and worthy of purpose-built tonnage.

The first post-war newbuildings were *Aallotar*, *Bore III* and *Birger Jarl* (all about 2,700grt, 1,000 passengers) delivered in 1952-53. All were planned for the traffic peak of the Helsinki Olympics in 1952, but only the first was completed in time. In terms of design, the 'Olympia ships' were essentially copies of pre-war steamer design, with steam engines, class-divided accommodation and virtually non-existent provisions for carrying cars.

Although there were calls for car ferry services from Finland



**ABOVE** Fennia (1966) was the first Silja ferry with large cabin capacity for overnight crossings. This photo shows her in the livery she carried between 1973 and 1981.

POSTCARD FROM THE KALLE ID COLLECTION

to Sweden, De Samseglande was unwilling to take on the financial burden of building such ships, especially as ferries were considered by the companies' leader to be just a passing fad, to be rendered useless by advances in aviation.

This allowed new operators, such as Vikinglinjen, Slite and Ålandsfärjan, to step in and begin car ferry services. This trio would go on to form Viking Line, the most enduring competition for Silja Line. *Bore* (3,500grt, 1,028

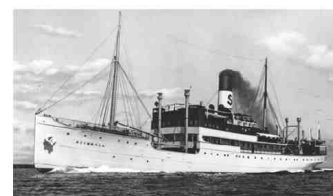


# innovator



Galaxy was transferred to the Silja Line fleet from Tallink in 2008. Her unusual livery was designed by the Estonian surrealist painter Navitrolla.

## SILJA SHIPS



1915 Heimdall



1952 Aallotar



1962 Nordia



1972 Svea Regina



1981 Silvia Regina



**ABOVE** Bore Star of 1975 was the last of three large ferries built for the Helsinki-Stockholm line in France. She is seen here on a trials voyage in the Bay of Biscay. PHOTO COURTESY OF THE SHIP HISTORICAL SOCIETY OF FINLAND

passengers), delivered in 1960, was the first Samseglande ship to have a car deck, albeit a small side-loadable one. Apart from this innovation, *Bore* was still a traditional steamer, with class-divided accommodation and both interior and exterior

design evoking decades past. But with upstart companies offering services with more sophisticated second-hand ro-ro ferries, a ship was needed that would be more in keeping with the spirit of the times.

This materialised in the

form of Siljarederiet's *Skandia* (3,600grt, 1,200 passengers), delivered just a year after *Bore*, but different in every respect: modern, streamlined, classless, diesel-powered and with a drive-through car deck. Her design was very successful, and three further units of the same class were delivered during the following decade.

While the *Skandia* class were essentially day ferries, with limited cabin accommodation, *Fennia* of 1966 (6,200grt, 1,200 passengers) was from the outset designed as an overnight ferry for the Turku-Stockholm line. With her delivery, the idea of a 24-hour timetable cycle, with day and night crossings, was introduced on the Turku-Stockholm route; the older steamers on the route had made only overnight crossings. In 1970 the situation where Siljarederiet



Silja Symphony, in her original livery, entering the Kustaanmiekka strait shortly after departing Helsinki.



essentially competed with her owners was resolved, when Siljarederiet became Silja Line, a joint marketing venture for FÅA, Bore and Svea's Finland-Sweden services. The ships owned by Siljarederiet were subsequently transferred to the fleets of its owners. At the same time, they were painted with Silja Line hull markings, but retained the funnel colours of their respective owners.

The next big step forward in terms of ferry design came in the form of *Aallotar* and *Svea Regina*, which were delivered in 1972 (7,800grt, 1,000 passengers). Designed for year-round service between Helsinki and Stockholm, they had hulls strong enough and engines powerful enough to push through the thick ice that forms

on the Baltic during the winter. With their arrival, Helsinki finally had a year-round connection to Stockholm.

The only problem with this French-built pair was that they were too small, and within three years they were replaced by even larger ships from the same builders: *Svea Corona*, *Wellamo* and *Bore Star* (all 12,400grt, 1,200 passengers). Three ships on the Helsinki-Stockholm line proved a problematic arrangement, so one was moved to the Turku-Stockholm line instead.

While Silja Line ships were, in general, larger and more innovative than those of Viking Line, Viking was the larger of the two companies from the early 1970s until the early 1990s in terms of passengers

carried. An unofficial understanding existed between the companies that Silja was the more expensive company for the more discerning traveller, while Viking Line styled itself as the more populist option.

Passenger numbers outgrew the 1975-built Helsinki-Stockholm trio, and in 1981 two even larger ships were ordered. At this time Bore, being a family-owned company without strong financial backing, felt they could not keep up with the investment of the other partners and bowed out. Effoa and Svea stayed on, and took delivery of the new *Finlandia* and *Silvia Regina*.

Twice the size of the previous generation, and the largest ferries in the world at the time of delivery (25,700grt, 2,000

passengers), they brought new standards to Baltic Sea ferries, with cruise ship amenities creating the concept of the 'cruise ferry' in Baltic travel. A central feature was a two-deck high multipurpose restaurant/show lounge complex forward.

Originally the two ships were designed to be transferrable to the more hectically scheduled Turku-Stockholm route once new ships had been built for Helsinki (as had happened with the previous generation in 1981), but instead a pair of new ships, based on *Finlandia* and *Silvia Regina*, were delivered in 1985-86 for the Turku route, *Svea* and *Wellamo* (33,800gt, 2,000 passengers). In terms of interior design and layout, this second pair was nearly identical to the Helsinki ships,

**BELOW** Between 2012 and 2014 Silja Line's ferries were repainted with new-style hull markings, with the Helsinki-Stockholm ships also receiving modified funnel markings. Here is Silja Serenade departing Helsinki with the new-style logos.







Baltic Princess is the latest addition to the Silja Line fleet, having transferred from the Tallink fleet in 2013. PHOTO COURTESY OF MARKO STAMPEHL

but on the outside rounded, streamlined stylings replaced the box-shaped exterior of the previous generation.

Additional capacity was needed for the Helsinki-Stockholm line towards the end of the decade. Initially plans were drawn to have *Finlandia* and *Silvia Regina* lengthened in Japan by 28m, increasing passenger capacity to 2,500 per ship. However, after a change in company leadership, this was abandoned in favour of building entirely new ships.

So in 1990-91 *Silja Serenade* and *Silja Symphony* (58,400gt, originally 2,500 passengers) were completed. The ships had an innovative promenade, which was a multi-deck horizontal atrium running throughout the length of most of the ship. This idea was later copied in Royal Caribbean's cruise ships and Color Line's ferries. In 1990 EffJohn and Johnson Line (which had taken over Rederi AB Svea in 1982) merged to form EffJohn, a passenger shipping operator which controlled not only Silja but also Sally Line UK, Commodore Cruise Line, Crown Cruise Line and Europe Cruise Line.

One further newbuilding was delivered to Silja Line, *Silja Europa* in 1993 (59,900gt, 3,013 passengers). She had been originally ordered by a partner in the competing Viking Line consortium and so lacked the innovative features of Silja Line's newbuildings. In the late 1980s and early 1990s Silja Line expanded by taking over Baltic Sea ferry and cruise operators Finnjet Line, Wasa Line and Sally Cruises, and forming a joint service with the Swedish ferry operator Euroway.

From just four ships in 1986, the Silja fleet had grown to

ten in 1993. However, the recession of the early 1990s and the *Estonia* disaster pushed the company into serious financial difficulties. The company was moved downmarket to attract more passengers and thus improve profit margins. The final aim was to find a new owner, which emerged in 1999 in the form of Sea Containers.

Sea Containers' James Sherwood wanted Silja to move back upmarket and concentrate more on the Swedish and emerging Russian markets, while the Silja leadership in Finland wanted to consolidate the current company position in the Finnish market. The Sea Containers era for Silja Line was marked by the addition of SuperSeaCat fast ferries on the Helsinki-Tallinn line (first opened in 1994) and failed attempts to operate a Russian service and a Baltic Sea cruise service.

In 2005 a memorandum of agreement was signed for the construction of two new ferries for the Turku-Stockholm route, but these were never built. Instead, Sea Containers decided to sell Silja Line, despite it being reportedly the most profitable part of the struggling Sea Containers.

To make Silja Line more attractive to buyers, the company concentrated its efforts on three core routes: Helsinki-Stockholm, Turku-Stockholm and Helsinki-Tallinn. The latter was cut when, in July 2006, Tallink emerged as the winning bidder for Silja. Tallink could not take over Silja's Helsinki-Tallinn services without gaining a dominant market position on the route and attracting competition regulators.

After the takeover by Tallink, Silja Line has returned to its roots, operating ferries from Helsinki and Turku to Stockholm. During the Tallink era, *Silja Serenade* and *Silja Symphony* have continued to sail on the Helsinki-Stockholm line, while the Sea Containers-era Turku ships, *Silja Europa* and *Silja Festival* (1986, ex-*Wellamo*), have been replaced by a pair of sisterships built for Tallink's own services in 2006 and 2008: *Galaxy* and *Baltic Queen* (both 48,900gt, 2,800 passengers).

Blurring the line between the Silja and Tallink brands, these ships retain their Tallink-era liveries and even Tallink funnel symbols, with only the Silja Line hull texts marking them as a part of the Silja Line fleet. **SM**



**ABOVE** Silja Festival makes her midday call at Mariehamn on the Åland Islands, a call which means she is able to sell tax-free goods on board.



**ABOVE** Wellamo (1986) was the last purpose-built Silja ship for the Turku-Stockholm route to date. In 1992 she and her sister Svea were radically rebuilt, becoming Silja Festival and Silja Karneval.

POSTCARD FROM THE KALLE ID COLLECTION

## TIMELINE

**1904** Finska Ångfartygs Aktiebolag (FAA) and Ångfartygs Aktiebolag Bore initiate a joint service on the Turku-Stockholm line. Rederiaktiebolaget Svea joins in 1918.

**1919** The joint service is expanded to include the seasonal Helsinki-Stockholm route.

**1956** Siljarederiet is established as a temporary subsidiary of FAA, Bore and Svea to provide additional capacity.

**1961** The first modern car-passenger ferry, the Skandia, is delivered to Siljarederiet.

**1970** The operations of Siljarederiet and its owners are reorganised. Silja Line now becomes a joint marketing venture of FAA, Bore and Svea. The Silja ships are transferred under the ownership of FAA, Bore and Svea.

**1972** Year-round service is initiated on the Helsinki-Stockholm line with the new Aallotar and Svea Regina.

**1981** The Finlandia and Silvia Regina, the first cruise ferries, are delivered for the Helsinki-Stockholm Line.

**1987** The Finland-Germany service operated by Finnjet is incorporated into Silja Line.

**1990** Silja's remaining owners merge to form EffJohn. The Silja Serenade is delivered, followed by Silja Symphony in 1991.

**1992** The EffJohn-owned Sally Cruise and Wasa Line are merged into Silja Line.

**1999** Silja Line is sold to Sea Containers.

**2006** Silja Line is sold to Tallink. The company now concentrates solely on the Helsinki-Stockholm and Turku-Stockholm routes.



The refrigerated cargo ship Lady Rosebay in Algeciras anchorage on 11 October 2014. She had been detained due to a bunker oil spill off the French Mediterranean Coast, but departed on 18 October for Agadir. She is owned by Japanese interests, but currently operates for the Africa Express Line of the UK, which operates refrigerated services between West Africa and Europe. Lady Rosebay has a port rotation which includes Douala, Tema, Abidjan, Dakar, Port Vendres, Vado Ligure and Agadir.



# Maritime Mosaic

*A collection of readers' own photographs*

The Bay of Gibraltar is normally populated by a diverse range of vessels. On the eastern shores of the bay is Gibraltar, with its dry docks, naval base and cruise terminal. Due to its proximity to the major shipping channel through the Straits of Gibraltar, the Bay has busy bunkering anchorages. On the Northern and Western shores of the bay is the port of Algeciras, which is a major container terminal, petroleum and bulk cargo terminal and a ferry port with services to Morocco and Ceuta. Chris Brooks visited the area in October 2014 and photographed some of the vessels in the bay.

Biglift Shipping's Happy Dragon in Gibraltar anchorage for bunkers on 11 October 2014, having arrived from Genoa with a cargo of yachts. She departed the next day bound for West Palm Beach, USA and, from there, via the Panama Canal, to Auckland and Newcastle, Australia.





The British-registered tanker Marie Kirk (23,244gt) in Algeciras anchorage on 11 October 2014, having arrived from Genova. She departed the following day for Malmo. She was built in 2004 at Hyundai Mipo Dockyard in Ulsan, South Korea as Kermaria. She was renamed Freja Polaris in 2007 and Marie Kirk in May 2014. She is operated by Hafnia Management of Denmark.



**RIGHT** The Liberian-flagged 57,021dwt bulk carrier Vil Baltic arriving in Gibraltar Anchorage on 10 October 2014 from Ravenna. She was built in 2010 at the Wuhan Qingshan Shipyard, China as Wuhan. She was renamed Vil Baltic in 2011 and is currently part of the German Vilmaris fleet.

**BELOW** The Italian-flagged product tanker Dominia (25,385gt) inbound to Gibraltar Anchorage from Koper on 12 October. She arrived to perform a ship-to-ship cargo transfer with the tanker Maersk Princess in the anchorage. The 40,174dwt ship was built in 2009 in South Korea for Morfini Spa of Italy.





The ferries approach the terminal from the west, then turn 90 degrees to port to align with the north/south berth. Columbia has completed this manoeuvre and is moving stern first into position. The photo was taken before her 2013-14 refit and shows her lifeboat and old rescue craft.



David Brown looks at the Alaska Marine Highway System linking Alaskan communities, Canada and the United States, and discusses some of the ships that are operated.

# North to

The Alaska Marine Highway System was founded in 1948 by three men who had a dream to provide dependable marine transportation between Alaska's coastal communities. Haines residents Steve Homer and Ray and Gustav Gelotte set up a company named Chilkoot Motorship Lines and purchased *Chilkoot*, an ex-US Navy landing craft. *Chilkoot*, 121ft by 33ft, drawing 3.5ft when loaded, could carry a maximum of 14 cars, as well as passengers in accommodation that was very poor due to its Navy configuration.

In 1951 Chilkoot Motorship Lines faced bankruptcy, having been unable to operate year-round due to snow levels closing the road to Haines between October and mid-May. They tried to secure

contracts with mines in the winter months, but these fell through. With the service facing closure, the Territorial Government came forward and bought the business.

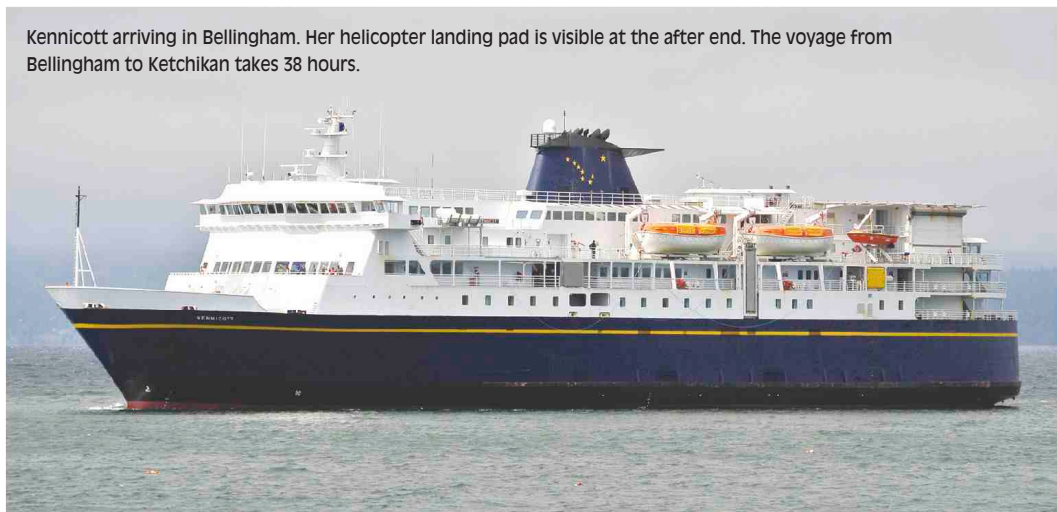
*Chilkoot* soon proved to be too small and was replaced by

*Chilkat* in 1957, a 99ft vessel which could carry 59 passengers and 15 vehicles. Her distinct bow ramp meant she could load from the beach as well as a dock. On 18 April 1957 *Chilkat* began daily service between Juneau, Haines and Skagway.



**ABOVE** The Bellingham Cruise Terminal with Columbia berthed on the right.

Kennicott arriving in Bellingham. Her helicopter landing pad is visible at the after end. The voyage from Bellingham to Ketchikan takes 38 hours.







# Alaska

## SAILING TIMES (VARY BY VESSEL)

Prince Rupert, BC to Ketchikan, AK • 6 hours  
 Bellingham, WA to Ketchikan, AK • 38 hours  
 Ketchikan, AK to Juneau, AK • 18.5 hours  
 Juneau, AK to Skagway, AK • 5 hours

On 3 January 1959 Alaska became the 49th state of the USA, and *Chilkat* was the first state-owned ferry.

The first Alaska Legislature meeting in 1959 approved the Alaska Ferry Transportation Act, and voters approved bond issues totalling \$18 million to expand the ferry fleet. The state was able to commission four new vessels and build docks throughout Southeast Alaska and the Kenai Peninsula.

In 1963 the Division of Marine Transportation was formally established, founding the Alaska Marine Highway System. Not only was the system founded, but three ships were added to the fleet and five communities included in the new service. *Chilkat* was joined by *Malaspina*, *Taku* and *Matanuska*, and the ferry service was extended to Ketchikan, Petersburg, Sitka, Wrangell, and

Prince Rupert, British Columbia. The mission was simple: to provide transportation of people, goods and vehicles between Alaskan communities, Canada and the 'Lower 48'.

The original AMHS southern terminus in 1963 was Prince Rupert, British Columbia, Canada. The service from

Seattle, Washington State to Prince Rupert was carried out by the Canadian British Columbia Ferry Service, and was taken over by the AMHS in 1968. Bellingham, after significant lobbying to the Alaska Marine Highway, replaced Seattle as the southern terminus in 1989.

From the city of Bellingham an Alaska Marine Highway ferry departs each Friday throughout the year, heading north to Alaska. During the summer season an additional ferry leaves on alternate Saturdays. The ferries navigate the US first marine scenic highway. The run from



ABOVE Matanuska arriving at Bellingham on schedule at 0800.

## ALASKA MARINE HIGHWAY SHIPS

| NAME        | BUILT | GT     |
|-------------|-------|--------|
| Malaspina   | 1963  | 9,121  |
| Matanuska   | 1963  | 9,214  |
| Taku        | 1963  | 7,302  |
| Tustumina   | 1964  | 4,259  |
| Leconte     | 1974  | 3,124  |
| Columbia    | 1974  | 13,009 |
| Aurora      | 1977  | 3,124  |
| Kennicott   | 1998  | 12,635 |
| Lituya      | 2004  | N/A    |
| Fairweather | 2004  | 3,442  |
| Cheniga     | 2005  | 3,420  |



Bellingham to Ketchikan, the first Alaskan port, takes 38 hours, sailing the narrow channels of the 'Inside Passage'.

The brand-new terminal at Bellingham took a year to build and cost \$10.3 million. The first scheduled sailings from the terminal started on 6 October 1989, when *Columbia* left for Alaska. From Bellingham the Marine Highway stretches more than 3,500 miles to Dutch Harbor in the Aleutian Islands and serves 35 port communities. The Alaska Marine Highway fleet of 11 ferries sail interconnecting routes, so that travellers can leave Bellingham and reach Dutch Harbor.

*Columbia* is the ferry sailing the weekly Friday schedule out of Bellingham, and she is both the fleet flagship and the largest ferry. In 2013 *Columbia* was on the Friday schedule, with *Kennicott* assigned to the alternate Saturday sailing. At the end of the 2013 summer season *Columbia* was taken out of service for a major overhaul,

including changing her two main engines and updating her life-saving equipment. The 50-year-old *Matanuska* took over the Friday service, with her sister ferry *Malaspina* sometimes replacing her on the route from Bellingham. In June 2014 *Columbia* returned to service after the ten-month refit and continued her previous programme, joining *Kennicott* on her alternate Saturday summer season programme from Bellingham.

### Some of the ferries

Named after the Columbia Glacier, *Columbia* was designed by architects Nickum & Spaulding Associates of Seattle and built in 1974 by Lockheed Shipbuilding in Seattle. By 2013 her original engines had over 125,000 operational hours. The ten-month refit and engine change was carried out at Vigor Marine in Portland Oregon. Along with the replacement of her main engines, all ancillary equipment was replaced including pumps,

motors, valves, heat exchangers and piping systems. The lifeboats were removed and new fast rescue boats were fitted into new davits at new launching positions.

*Kennicott* was built in 1998 by Halter Marine in Gulfport, Mississippi and registered in Valdez, Alaska. In addition to her normal role as a ferry, she can serve double duty as a command and logistics communications centre in the event of an oil spill or natural disaster. To fulfil the latter purpose, *Kennicott* has a helicopter landing pad, a communications centre, decontamination showers and a knocked-down floating dock, which can be deployed off the stern to provide moorage for smaller boats. For her primary purpose as a ferry, she has Becker rudders and a multi-directional bow thruster, and she is the only ferry on this route with fin stabilisers.

*Matanuska*, now 51 years old, was built by Puget Sound Bridge and Drydock Company

of Seattle. She is named after Matanuska Glacier and is registered in Haines, Alaska. In 1978 she was lengthened by 56ft. Her identical but slightly older sistership, *Malaspina*, was built in 1963 by Lockheed Shipbuilding, Seattle and is named after Malaspina Glacier.

All four ferries have bridge control, variable pitch propellers, bow thrusters and navigate using ECDIS and radar with overlay. Their Power Management System is electronically integrated with the engines to achieve maximum fuel efficiency on the ship in any given weather.

To minimise its environmental imprint, the AHMS ships use ultra-low sulphur fuel, and a programme to streamline hazardous waste and material processing has been implemented. In 2013 over 26,000 passengers travelled through the Bellingham Cruise Terminal to use the AMHS, and an estimated 400,000 passengers and 100,000 vehicles use the service annually. **SM**



Matanuska approaching Bellingham Cruise Terminal before manoeuvring to approach her berth stern-first. The ferries use their bow thrusters, twin rudders and twin screws to carry out the turning manoeuvre.



**ABOVE** Kennicott berthed with her stern ramp aligned with the terminal vehicle loading ramp.



**ABOVE** Columbia going astern into position with stern door open ready for the terminal vehicle loading ramp.



**ABOVE** Kennicott berthed port side alongside with side door open but not being used.



The Mission to Seafarers is entirely funded by voluntary donations and offers emergency assistance, practical support and a friendly welcome in 260 ports in 71 countries.



We provide the following quality welfare support services for seafarers:

- Seafarers' centres
- Ship-visiting
- Post-trauma counselling
- Transport
- Advocacy
- All-round support

Find out more at [www.missiontoseafarers.org](http://www.missiontoseafarers.org)

**JustGiving** [themissiontoseafarers](http://themissiontoseafarers.org)

## The Mission to Seafarers

### Caring for seafarers around the world

[f themissiontoseafarers](https://www.facebook.com/themissiontoseafarers) | [@FlyingAngelNews](https://twitter.com/FlyingAngelNews)



## The Honourable Company of Master Mariners

Formed in 1926, we are a City of London Livery Company and professional body for Sea Captains, with membership open to British and Commonwealth

Master Mariners, from both Royal and Merchant Navies, and to others with a strong association with the maritime industry in general.

For further information, please contact The Clerk:

HQS Wellington, Temple Stairs,  
Victoria Embankment London WC2R 2PN  
[www.hcmm.org.uk](http://www.hcmm.org.uk) Tel: 020 7836 8179  
Email: [clerk@hcmm.org.uk](mailto:clerk@hcmm.org.uk)



**HMS Graph ex-U570**  
Scale 1:100 - £35.95

|                        |        |
|------------------------|--------|
| HMS Sirius.....        | £7.95  |
| HMS Roberts.....       | £8.95  |
| Bismarck.....          | £23.95 |
| Gneisenau.....         | £22.95 |
| Blücher.....           | £16.95 |
| Raider Atlantis.....   | £18.95 |
| HIJMS Yamato.....      | £22.95 |
| Normandie.....         | £25.95 |
| RMS Mauretania.....    | £18.95 |
| Queen Mary 2.....      | £51.95 |
| Wilhelm Gustloff.....  | £23.95 |
| Edmund Fitzgerald..... | £8.95  |

We stock a wide range of scale model ship card kits for you to build including:

#### Scale 1:200 - Full Hull

|                          |        |
|--------------------------|--------|
| HMS Prince of Wales..... | £51.95 |
| HMS Lion.....            | £55.95 |
| HMS Abercrombie.....     | £29.95 |
| HMAS Sydney.....         | £49.95 |
| HMS Naiad.....           | £36.95 |
| HMS Matabele.....        | £25.95 |
| HMS Badsworth.....       | £26.95 |
| HMS Campbelltown.....    | £25.95 |
| HMS Lance.....           | £25.95 |
| HMS Vega.....            | £23.95 |
| HMS Dreadnought.....     | £25.95 |
| USS Missouri.....        | £59.95 |
| USS Saratoga CV-3.....   | £49.95 |

#### HIJMS Taiho.....

|                         |        |
|-------------------------|--------|
| Graf Spee.....          | £29.95 |
| Tirpitz.....            | £58.95 |
| Admiral Hipper.....     | £45.95 |
| RMS Titanic.....        | £75.95 |
| Great Eastern.....      | £54.95 |
| Scale 1:250 - Full Hull |        |
| Altmark.....            | £47.95 |
| SMS Baden.....          | £59.95 |
| USS Ticonderoga.....    | £53.95 |
| Scale 1:400 - Waterline |        |
| HMS King George V.....  | £12.95 |
| HMS Dreadnought.....    | £10.95 |
| HMS Ajax.....           | £11.95 |
| HMS Exeter.....         | £11.95 |
| HMS Sheffield.....      | £10.95 |
| HMS Belfast.....        | £11.95 |

#### Scale 1:96 - Full Hull

|                            |        |
|----------------------------|--------|
| HMS Victory.....           | £44.95 |
| HMB Endeavour.....         | £29.95 |
| HMS Enterprize (1774)..... | £35.95 |
| HMS Mercury (1779).....    | £43.95 |
| HMS Wolf (1752).....       | £42.95 |
| Revenge (1588).....        | £46.95 |
| Pinta.....                 | £37.95 |

Send your order with cheque/PO/credit card details to Marble Models (SMY15), Turnagain, Finch Lane, Amer-sham, Bucks. HP7 9NE, Eng-land Tel/fax 01494-765910 (24 hrs.) [www.marble.co.uk](http://www.marble.co.uk) Prices include UK P&P - overseas sur-charge per order: Europe £5, ROW £9. Send £4.50 (overseas £6.50 surface, £8.00 airmail) for our illustrated catalogue.

**\*14-day "NO QUIBBLE" MONEY-BACK GUARAN-TEE** (\*if returned in a saleable condition)

Book  
"Card Modelling - Basic & Advanced Techniques"

Full colour illustrations.  
£17.95 inc. UK P&P,  
Europe £22.95, ROW £25.95



## TID 27

### Scale 1:100

### £35.95





READ YOUR FAVOURITE MAGAZINE  
ANYWHERE IN THE WORLD

SINGLE  
ISSUE ONLY  
**£3.99**



**WWW.SHIPSMONTHLY.COM**

**FREE SHIPS MONTHLY APP AND SAMPLE ISSUE  
GET 12 ISSUES FOR JUST £28.99**

AVAILABLE ON THE APP STORE AND POCKETMAGS.COM



Available on the  
**App Store**

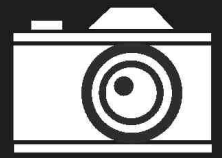


**pocketmags.com**

SEARCH **SHIPS MONTHLY**



# Ships Pictorial



Have you an outstanding photo that would grace our gallery? Send your image to Ships Monthly for inclusion in these pages, which showcase the best in ship photography around the world.



▲ The ill-fated Cyprus-registered cargo vessel Cemfjord, she foundered in the Pentland Firth off the north-east coast of Scotland on 2 January with the presumed loss of her eight Polish crew members. Built as the general cargo ship Margareta in 1984, she was converted to carry cement in 1998 and was en route from Aalborg, Denmark to Runcorn, Cheshire when she capsized in bad weather in a tragedy that resulted in a major search operation being carried out in the Firth, which sadly ended with no survivors being found. Cemfjord had been a UK caller last year, when she was pictured sailing into the Mersey from the Manchester Ship Canal on 11 October 2014 after discharging a cargo of 2,000 tonnes of cement at Runcorn. ROY CRESSEY



▲ The small ferry Vronskiy (9,367gt) was built in 1978 as Prinses Beatrix for SMZ. In 1986 she became Duc de Normandie for Brittany Ferries and, in 2005 was renamed Wisteria for TransEuropa Ferries. Since 2013 she has been operating between Algeciras and Tanger Med as Vronskiy for Acciona Trasmediterranea. CHRIS BROOKS





▲ P&O's cruise ship Aurora arrived at Southampton from refit in Hamburg on 17 December 2014, complete with her new livery. She departed on 19 December for Zeebrugge, and was photographed on the berth, by when some of the logo had already disappeared from her stern. CHRIS BROOKS



In connection with the World Harbour Days in Rotterdam in September 2014, the two P&O Ferries on the Hull-Europoort service operated a mini-cruise from Europoort to the Erasmus Bridge and back on the Saturday and Sunday of the event during their layover period. Pictured is Pride of Rotterdam (2001/59,925gt) passing Stena Hollandica (2010/64,039gt) and Stena Transit (2011/33,690gt) at their Hook of Holland berths as she heads towards Rotterdam, a round trip of approximately five hours.

JOHN ROBINSON



▲ The Norwegian research ship G. O. Sars arriving at Hatston Pier, Kirkwall, Orkney in October 2014. Officially launched on 7 May 2003, she is named after a renowned Norwegian marine biologist and is one of the most advanced research vessels in the world. MAGNUS BUDGE



# Between the buoys in the Fal

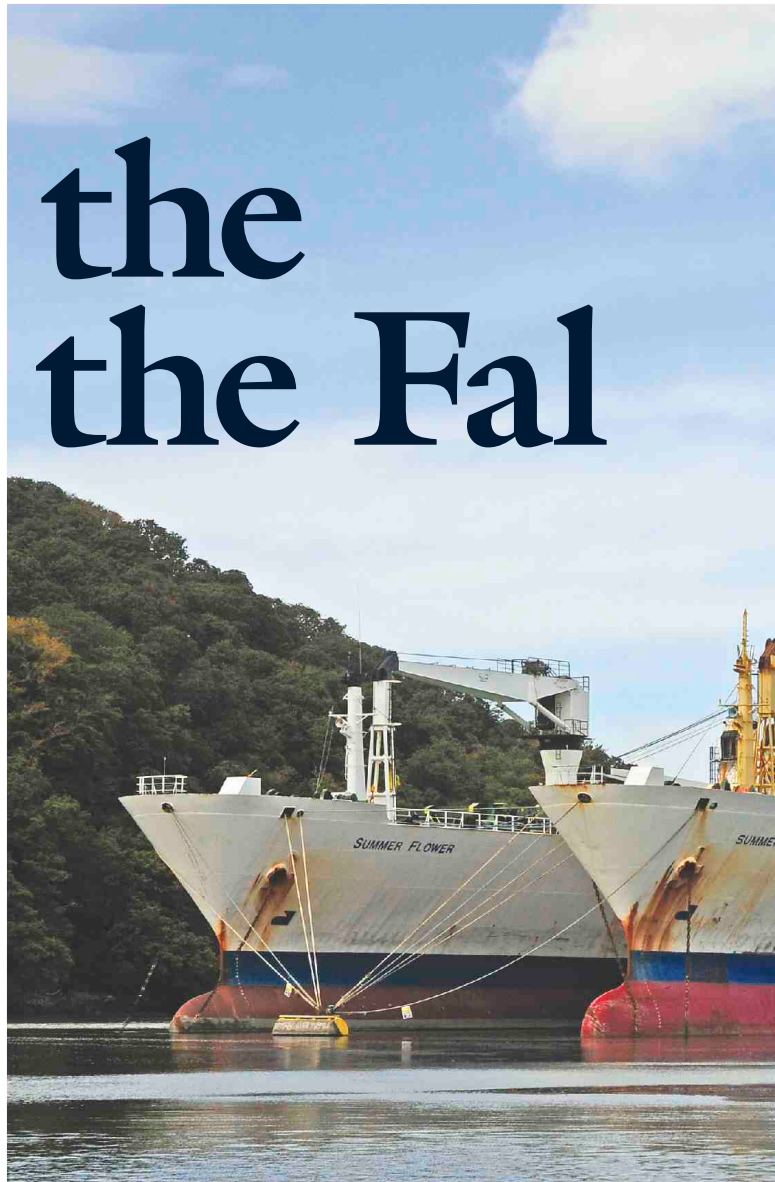
Four miles upriver from Falmouth, where the open expanse of water known as Carrick Roads narrows into the river Fal, the ship moorings begin. Under the jurisdiction of the Port of Truro, the berths in the river Fal may not be as busy as they once were, but they still attract a wide variety of vessels. Even as late as the 1960s, ships could still be seen in three stretches of the river Fal, from Turnware Bar at the mouth of the Fal, with moorings also in the Truro River. This was known locally as 'Hain's reach' on account of it being used by the St Ives-based owner Hain's Steamship Co.

Today, ships of up to 190m can be accommodated on the berths, which begin with two tiers north of the ferry crossing in King Harry

Reach, with another tier in Tolverne Reach, off the popular Smugglers Cottage, a site which during World War II was used by the Americans as one of the departure points for the D-Day landings.

The longest vessel to moor in the Fal was James Fisher's bulk carrier *Thamesfield*, at 213m, which graced the moorings in the lower reaches of King Harry Reach in late 1985. It was also in this stretch that the Cunard sisters *Franconia* and *Carmania* were accompanied by the Shaw Savill liner *Southern Cross* in 1972. In 2001 this part of the river was leased to Cornish Mussels for use as a mussel farm.

Towage in the river is undertaken by the Falmouth dockyard tugs, today owned by A&P Group and totalling three, though some jobs require a fourth tug, which sees



**ABOVE** The four sisters Summer Flower, Summer Wind (closest to the camera), Summer Meadow and Summer Bay astern, seen from the King Harry Ferry in October 2012.

The river looking busy in August 2008, with Windsor Castle and German-owned containerships Santa Giulietta and Santa Giannina closest to the camera, as well as Santa Giovanna and units of the UECC fleet. ALL PHOTOS BY KRISPIEN ATKINSON





For over 100 years the Cornish backwater of the river Fal has been used by ships either looking for work or nearing the end of their working life. It has often been referred to as the maritime barometer, being a measure of how the shipping market is performing, as Krispen Atkinson explains.



a tug from neighbouring Fowey brought in to assist.

During her eight and a half years laid up off Tolverne, *Tamamima* became something of a tourist attraction. The Sunderland-built cargo ship arrived direct from dry dock in Santander during August 1998. Throughout the ship's stay in the Fal, she was meticulously looked after by her crew, and was joined by a fleetmate during her stay, the 73m-long former Northern Light's buoy/lighthouse tender *Fingal*, which was later renamed *Windsor Castle* in the river. This was *Tamamima*'s second spell in the Fal, having used the same berth in 1986 when owned by Bank Line, as *Crestbank*. *Tamamima* finally left the berth on a cold afternoon in January 2006, under the name *Berga*, to spend a couple of years in the Indian Ocean, before the inevitable arrival at the scrapyard.

In the late 1980s the moorings were used extensively by Sea Containers. This brought a variety of vessels to

the river, including the ro-ro containerships *Cavara* and *Strider Crystal*, as well as ferries from their subsidiary Sealink, which used the sheltered moorings for seasonal lay-up. In

more recent times, when P&O closed their Portsmouth to Le Havre service in the winter of 2005, the 160m sisters *Pride of Portsmouth* and *Pride of Le Havre* took up moorings above



**ABOVE** Following the closure of P&O's Portsmouth to Le Havre service in late 2005, the sisterships *Pride of Le Havre* and *Pride of Portsmouth* were laid up in the Fal while their sale to Italian owners was finalised.

### FAL FACTS

|                       |                                                  |
|-----------------------|--------------------------------------------------|
| <b>LONGEST SHIP</b>   | Thamesfield 213m long (laid up 1985)             |
| <b>HEAVIEST SHIP</b>  | FSL Hamburg, 47,496 dwt (laid up 2014)           |
| <b>LONGEST LAY-UP</b> | Fingal, later Windsor Castle, 14 years (2000-14) |
| <b>BERTHS</b>         | 12 (as of 2014)                                  |
| <b>OPERATED BY</b>    | Cornwall County Council, under Port of Truro     |

the King Harry Ferry while their sales were finalised with Italian owners.

The sisterships *Norman Trader* and *Norman Bridge*, both of which had been familiar traders on the Irish Sea and later the Dover Strait, arrived in the river during 2011, at the end of their charter to LD Lines. These vessels were both later sold, *Norman Trader* to Stena Line, while *Norman Bridge* sailed for Singapore, where she was converted for use as an offshore accommodation vessel off Brazil.

With a seasonal trading pattern, reefers have also been noted in the river during the low season. During the summer of 2012 Greek shipowner Chartworld Shipping chose the river to lay up the four 1985-built Summer class reefers. These vessels had just finished a long spell operated by NYK Cool. Three returned in 2014, along with another vessel in the fleet, *Belgian*





**ABOVE** The British- flagged ro-pax ferry Norman Trader lies off Tolverne, 2011.



**ABOVE** The Target Marine-owned reefer Santos Star drops her anchors.



**ABOVE** With her anchors down, the German-owned containership Santa Giuliana backs up to the moorings.

*Reefer*. These vessels, at 169m in length, were just 4m shorter than the largest reefers to use the river, the stylish French-built Snow class reefers, constructed in the early 1970s.

Of the eight vessels in the class, six have spent time at the moorings in Cornwall. *Santiago Star* and *Santos Star* arrived back in 2002, when they were operated by Target Marine, having also graced the moorings 20 years before, when sold to Blue Star Line. During the summer of 1997 three fleetmates, *Snow Flower*, *Snow Drift* and *Snow Crystal*, operated by Stockholm-based Holy House, moored alongside

each other during the low season.

When the global recession hit in 2008, many ships came to the estuary. First to arrive were three reefers owned by London-based Polaris Maritime, which were later auctioned by Admiralty Marshalls. Two bulk carriers from Britannia Bulk followed, with similar fates, returning to service a few months later. Spring 2009 saw probably the most surprising residents of recent years, with German charter-owner Claus-Peter Offen placing five of their containerships in the river.

These vessels, with a container capacity of between 1,500 and 2,000TEU, traded in



Having spent eight and a half years in the river, Tamamima, seen from the foreshore at Tolverne, in the process of being renamed Berga after having been sold for further trading.





Sisterships Autoline and Autotransporter above the King Harry Ferry in 2008. These two car carriers were later sold for conversion to livestock carriers.

the container ship sector most affected during the recession. Also present in the river during the same period was a number of small car carriers operated by Norwegian-based United European Car Carriers (UECC). Four of these sailed for Turkey, where two were scrapped, while the other two went for conversion to livestock

The mini-bulker Bideford leaving the river during a dull November day in 2011, having just renamed from Global Hestia.



**ABOVE** Assisted by Falmouth tugs Ankorra and Percuil, the tanker FSL Hamburg became the heaviest ship to moor in the Fal when she arrived in 2014. TONY ATKINSON

carriers. Two other fleetmates returned to service once the European car market picked up.

Though the river may not be as busy as it was during the post-war years, it still sees a variety of ships using the facilities. The one change over time has been the use of the river for recreational purposes, but it is hoped the Fal will not disappear from ship movement lists, as has happened to so many other sheltered lay-up moorings around the UK. **SMI**  
*Acknowledgements • Thanks to Tony Atkinson and the Truro Harbour Master for help with content used in this article.*



## ships mail



Write to Ships Mail, Ships Monthly, Kelsey Publishing, Cudham Tithe Barn, Berrys Hill, Cudham, Kent TN16 3AG, or email [sm.ed@kelsey.co.uk](mailto:sm.ed@kelsey.co.uk). Please note that letters via email must enclose sender's full postal address. Contributions to Ships Monthly must be exclusive and must not be sent to other publications. The editor reserves the right to edit material. Kelsey Publishing reserves the right to reuse any submission sent in any format.

### letter of the month

#### HMS Warrior and HMS Duchess

With reference to the letter from J. B. Kinnear (SM, March), the RN Colossus class aircraft carrier HMS Warrior (built at Harland and Wolff Belfast 1942-44) was sold to Argentina in 1958 and became Independencia, operating piston engine aircraft which were sold to Argentina by the USA. She continued in service until 1971. Interestingly, she was replaced in Argentine service by another RN Colossus class aircraft carrier, ex-HMS Venerable, named Vincente De Mayo, in Argentine service.

Warrior had been in the service of the RCN on loan as HMCS Warrior from March 1946 to 1948, when she was returned to the Royal Navy. She saw frontline and other service (as a transport) with other RN and RAN aircraft carriers in the Korean War. She took part in the British nuclear test programme at Christmas Island in 1957, before being sold to Argentina the following year.



HMS Warrior in her heyday.

HMS Duchess was a Daring class destroyer built in 1948-52 and commissioned in 1954. She operated in the Home Fleet and the Mediterranean Fleet, when she escorted HMV Britannia back to the UK when the Royal Yacht was carrying HM The Queen and Prince Philip after the 1953-54 Royal Tour. She took part in the Suez conflict of 1956 and then served in the RN's Far East Fleet's Strategic Reserve.

Following the loss of HMAS Voyager (another Daring class ship built for the RAN) after a collision with HMAS Melbourne in March 1964, HMS Duchess was offered by the RN on loan as a replacement.

The offer was taken up, and the ship became HMAS Duchess in May 1964. In 1965 and 1966 she saw service with the Commonwealth Force during the Confrontation with Indonesia. She was bought outright by the Australian Government and was refitted in 1973, undertaking training cruises and fleet exercises until 1977, when she was paid off.

I recall seeing HMAS Duchess in Singapore Naval base when I was posted there between 1968 and 1971. The ship still had an open bridge, which was unusual.

**A. J. Slatter**  
Reigate, Surrey

Yorktown's obsolete fighters would have been no match for the Japanese.

However, if the carriers had been present they would in all probability have been sunk or severely damaged. Hornet would not have been free for the Doolittle Raid, and the Midway campaign would have been very different. If they had been present, Nagumo would probably have launched his third strike to destroy Pearl Harbor's infrastructure.

My US maritime history and naval colleagues and I have long debated whether the absence of the carriers was because the US knew an attack was imminent and that they could not be risked, and also just how wrong was it of Yamamoto to sanction the attack in the absence of the US carriers, ships which formed the nucleus of the US carrier groups and were crucial to winning the war in the Pacific.

**Dr Roger I. Cartwright**  
Crief, Perthshire

#### Happy memories

Your photo of the ex-France liner (SM, Oct 2014) brought back memories of the late 1960s, when we were living on the fifth floor in Naval married quarters in Rowner, Gosport. We had an uninterrupted view across the Solent to the Isle of Wight, and spent many hours watching the progress of the liners Queen Elizabeth, Queen Mary, France, United States and Canberra in and out of Southampton. All were majestic ships and certainly different from today's Cruise liners. Happy days.

**Vic Evason**  
Biddenden, Kent

#### More aircraft carriers

With regard to the letter from William Jory (SM, Jan), I am surprised at there being a school of thought that this ship and her sister are a waste of money. Surely this is a minority view. Anyone can see the rationale for the existence of these two fine warships. Given the RN's worldwide responsibilities, they are needed as much as a long-range patrol aircraft.

The more important decision is what aircraft such ships are to carry. Are they to be Joint Strike Fighters of whatever type? And what helicopters are needed for air surveillance and submarine defence? Since these ships look as though they have plenty of

#### Rick Hogben

I have been informed by Fay Hogben that her husband of 65 years, Rick Hogben, passed away late last year aged 88. Rick was for many years the sailing ship columnist for Ships Monthly and had a special interest in Thames sailing barges. Born in New Zealand, Rick came to England with his wife in 1952 and joined British



India Steam Navigation Co in 1968, transferring to P&O's General Cargo Division during the reorganisation of 1971.

A longtime ship enthusiast, he was Chairman of the Thames Shiplovers and Ship Model Society for seven years and was also an avid collector of ship postcards, as well as a regular contributor to Picture Postcard Monthly. In addition, he contributed commercially to 'Fairplay' magazine for 28 years. One of his many projects there was putting together the magazine's 1983 publication A Sharp Look-out, which summarised 100 years of maritime history as reported by Fairplay.

He had a wealth of shipping knowledge, as well as a talent for drawing, and will be greatly missed by the many people he helped out over the years.

**Jim Shaw, Clackamas, Oregon, USA**

#### Doxfords in Japan

I read with interest the article about Japanese Shipbuilding (SM, Dec 2014) and would like to add that in 1963 Mitsubishi approached Doxfords of Sunderland with a view to becoming a licensee producing Doxfords in Japan. This was turned down, but just think what might have been. In the end Mitsubishi produced its own engine design in-house, which is still in production to this day.

**A. Frost**  
Sunderland

#### US Pacific Fleet

I must beg to differ with R. Gunn's statement that the presence of the three US Pacific Fleet carriers at Pearl Harbor in 1941 would have made no difference (SM, Dec 2014). Pearl Harbor had a fair number of P40 fighters, most of which were destroyed when on the ground, and he is correct that the Saratoga's, Lexington's and



## More about Ramón de La Sota

With reference to my article on Ramón de La Sota Jnr (SM, Feb), I wish to clarify that another new Liberian registered company was created in 1968, named Artagan Shipping Company Limited. This company was used to nominally own the following ship purchases:

- **1968** Artagan, built by A&P at Sunderland in 1959 as Baron Maclay for Hogarth, sold 1977.
- **1968** Artiba, built by A&P at Sunderland in 1958 as Baron Kinnaird for Hogarth, sold 1976.

- **1969** Arteaga, built by Lithgows at Port Glasgow in 1963 as Highland for Currie Line, who had sold her to Anchor Line in 1968 to become Elysia, sold 1981.

- **1973** Artadi, a bulk carrier built at Blyth in 1965 as Pacific Princess for Mollers Limited who had sold her in 1970 to become Canopus, sold 1982.

The first three, being general cargo ships suitable for use by liner operators, were at times chartered out.

**Malcolm Cranfield**  
Heswall, Wirral

hangar space, they should carry as many AV-88 Harrier types as they can.

I will leave it up to the experts regarding the methods of launching, but they must be right, especially in the wake of USS Nimitz's recent fly-off and recovery of two types of Joint Strike Fighters.

**Jim Brunton**

**Commercial ship Master (Retired)**  
Laverton, Australia

## Pearl Harbor correction

Unfortunately, my recent letter was misprinted (SM, Dec 2014). The second sentence should have read, 'fortuitous absence of the American carriers from Pearl Harbour . . . ' They happened to be at sea on exercise, and would never have survived the attack at Pearl Harbour. This should answer Mr Gunn's letter (SM, Feb).

**William Jory**  
Romsey, Hants

## Half a century

Your recent editorial (SM, March) made me recall buying Ships Monthly Vol.1 No.1, and indeed the Christmas edition in 1966. If my memory serves me right, back in these days there were no binders, so issues tended to get lost. But who would have thought that, 50 years later, the publication would still be going strong?

In my short career at sea, from 1967 to 1973, Shaw Savill ships always had copies of Ships Monthly in the crew bar, so I still managed to read this excellent publication every month.

I migrated to New Zealand in 1973, and my collection of the magazine started in April 1974, when the price was 30p. I have every magazine since, with those from 1974 to 1984 professionally bound and all other years to date in SM binders. So thanks

for continuing to produce and edit such a great publication.

**Jamie Shedden**  
Auckland, New Zealand

## The Great Storm

In the article on Folkestone Favourites (SM, Feb), you refer to the 'Great Storm' of 1984 and the running aground of Hengist. This storm, and the grounding of Hengist, was actually in October 1987 and not 1984 – we as locals remember it well.

**Wilf Hancock**  
Folkestone

## Educational memories

I read with interest the article by David Brown on the educational



## Clean emissions?

I love the magazine and was interested to read about efforts to reduce emissions to comply with the new emissions rules. However, the attached photo taken on Brittany Ferries' Normandie shows the new funnel shows as the ships was entering Portsmouth on 4 January. The funnel has ruined the lines of the boat and is spectacularly ugly – it really does look like an industrial plant perched atop a ship. And has it had any effect? Normandie has always been something of a smokey ships, but the new scrubbers seem to have had zero effect.

**Simon Howard, London**

cruise ship Uganda (SM, Dec 2014), and the time he spent on board her. In 1961 I undertook an educational cruise on board Dunera, visiting Bergen, Copenhagen Hamburg and Amsterdam. Tam Danielle, the deputy director of studies on board, published a book called 'Ship's School'. He says that, before the war, the British India company employed the following troopships on these cruises: Neuralus, Dunera, Nevassa and Dilwara. I remember Navassa being used after the war, as well as Devonshire, which had been renamed Devonina.

**R. Adams**  
Milton, Cambridge

## Funnel colours

Am I imagining the funnel colour of the new P&O cruise liner? It appears to be blue. If so, what on earth are the owners thinking about? What about the colour that most people interested in the history of shipping companies remember? I can just about put up with the port and starboard bow being painted with our national flag. Yes, I do realise that in the 1930s era P&O vessels had black hulls and black funnels, but in those days cruising was not a major business.

**I. B. Cook**  
Ex Union-Castle, P&O and  
Townsend Ferries, Dover



## Shieldhall programme for 60th anniversary year

The cruise programme for SS Shieldhall, the oldest passenger cargo steamship still active in Europe, has been announced. The ship will be celebrating her 60th birthday with a special cruise in conjunction with her previous owners, Southern Water, on Saturday 5 July, revisiting part of the route she followed when in service between 1977 and 1985.

Shieldhall will commence her programme on 30 May with a two-hour Vikings! Cruise, and other highlights include a trip to see the Americas Cup World Series racing on 26 July; a Cowes Fireworks Cruise on 14 August, and a Merchant Navy Day Cruise (5 September), remembering merchant seamen who lost their lives during the World Wars. Shieldhall

will depart Southampton for a week in Poole, to make trips during the Bournemouth Air Festival in August.

• Tickets are now available and can be booked on 0844 357 2329 (calls cost 5p/min from landline), or email tickets@ss-shieldhall.co.uk, or www.ss-shieldhall.co.uk. Excursions other than Bournemouth Air Festival start and finish from Berth 48, Southampton.



# book of the month

### The story of Cunard's 175 years

Eric Flounders and Michael Gallagher

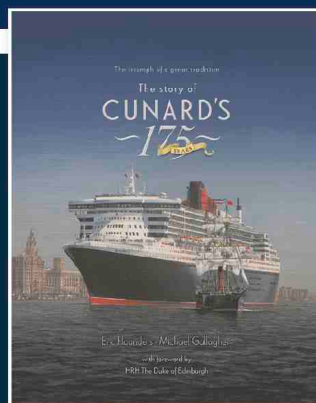
Published by Ferry Publications, PO Box 33, Ramsay, Isle of Man, IM99 4LP, tel +44 (0)1624898445, email [ferrypubs@manx.net](mailto:ferrypubs@manx.net), 240 page hardback, price £24.50 plus postage

At 2pm on Saturday 4 July 1840 the 1,154gt Britannia, the first of the British and North American Royal Mail Steam Packet Co's new ships, sailed from Liverpool for Halifax and Boston at the start of the first transatlantic steamship line. To celebrate the

175th anniversary of this momentous occasion, The Story of Cunard's 175 Years has been published as an official Cunard commemorative book on the history of this famous company.

The co-authors, Eric Flounders and Michael Gallagher, respectively the former and current Public Relations Managers for Cunard, have produced a wonderful, profusely illustrated book covering the fluctuating fortunes of Cunard. Their combined experience over 30 years gives them an insider view of the company from the expansion in the 1980s to the desperate times of the mid-1990s and the recent revival of the company.

It is this unique insight which sets this book apart from the myriad of



others written about Cunard. For example, there are three pages featuring a 1990-plan to build a 2,500-capacity, 90,000gt, two funnelled, transatlantic liner-cum-cruise ship. The great Cunard liners of the 20th century are well represented with excellent photographs and there is an unusual section about the magnificent Cunard Building on Liverpool's Pier Head. Production is superb, and this well-priced book is highly recommended to all interested in this famous company. PN

Bristol. The photos are in portrait format and are accompanied by detailed captions providing histories of the tug pictured, as well as details of their engines and power output.

Tugs from around Britain and Europe are featured, including those based on the Mersey, Solent and Tees, at Milford Haven, in the Dutch ports of Rotterdam and IJmuiden, and in the Bristol Channel, as well as further afield. EF-L

• Published by Bernard McCall, 400 Nore Road, Portishead, Bristol BS20 8EZ, [bernard@coastalshipping.co.uk](mailto:bernard@coastalshipping.co.uk), tel 01275 846178, 152 pages, £19.50 plus £1.95 postage.

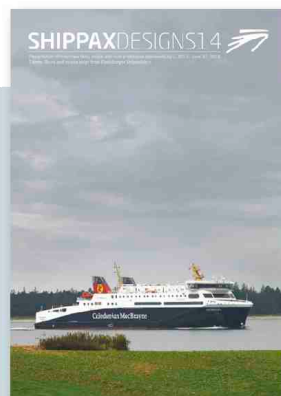


### Silja Line Kalle Id

Silja Line and Tallink are two of the best-known ferry operators, and this book brings together, for the first time in English, their entire histories, from humble beginning with small steamers to the leisure-orientated cruise ferries of today. For anybody interested in Baltic Sea ferry operations, this book provides photos, information and background details explaining how the modern Silja Line came into being.

The book examines how Silja Line was formed from the amalgamation of various other shipping operators, and looks at the histories of those and some of the ships they operated. This included Bore Line Effjohn and Sea Containers, all of whom have been involved in Baltic ferry operations.

As well as outstanding photos of the ships, images of onboard passenger facilities are also included. However, while the information and production are both excellent, there are no fleet lists or appendices, and this reviewer would have found a map showing the different routes operated by Silja Line a useful addition. GG  
Published by Ferry Publications, PO Box 33, Ramsey, Isle of Man IM99 4LP; tel 01624 898445, [info@illypublications.co.uk](mailto:info@illypublications.co.uk), 156-page hardback, price £22 plus postage.



### Designs 14 Shippax

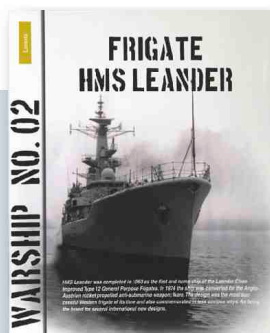
Loch Seaforth, CalMac's new ferry for the Western Isles service, is one of the principal vessels featured in the latest issue of the long-running annual Shippax title looking at new cruise, ferry and ro-ro prototypes.

With Germany's Flensburg Shipyard, now under the ownership of Siem Industries from Norway, as main sponsors, there is also extended coverage of contrasting Flensburg deliveries, including Loch Seaforth, Oceanex Connaigra (built to operate for Canadian owners between Montreal and St John's, Newfoundland), and Rolldock Star and Rolldock Storm, heavy dock type vessels for Dutch owners that can load by stern ramps, 350-tonne capacity

side-mounted cranes or be ballasted down to take floating cargoes.

Running to more than 180 pages, the A4 card-cover, full-colour book also includes details of major vessel conversions and upgrades, including to the 52-year-old cruise ship Funchal and ferries Silja Serenade and Oslofjord, the latter unrecognisable from the vessel that started life in 1993 as Bergen and now links Norway and Sweden. RP

• Published by Shippax AB, Halmstad, Sweden, and available to order via [www.shippax.se](http://www.shippax.se) at SEK975 or €106 per copy (plus air mail postage).

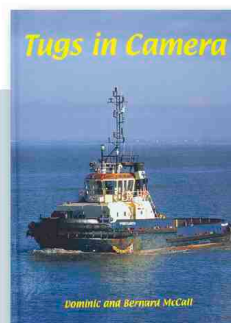


### Warship 02: HMS Leander Jantinus Mulder

Leander was the name ship of a class of hugely successful general purpose frigates built in the 1960s and early 1970s for the Royal Navy and several

overseas navies. This book gives an overview of the design background of the class and a brief history of Leander's career. It is aimed primarily at model makers and includes sections looking at Replenishment at Sea, the 4.5-inch gun and 40mm Bofors, radar, sonar, anti-submarine mortar, Westland Wasp helicopter, Seacat missiles, and ship's boats, each illustrated by close-up photographs. NH

• Published by Lanasta, Slenerbrink 206, 7812 HJ Emmen, The Netherlands, tel +31 591 618747, [info@lanasta.com](mailto:info@lanasta.com), [www.lanasta.com](http://www.lanasta.com), softback, €14.95.



### Tugs in Camera Dominic and Bernard McCall

This book contains over 90 outstanding colour images of tugs throughout the UK, from Falmouth to Sullom Voe. The tugs range from the 1861-built Mayflower to the 2004-built Switzer



# April ports of call

Compiled by Edwin Wilmshurst

| Date               | Arr/dep   | Ship                | From/to                             | Flag | Operator     | GT      |
|--------------------|-----------|---------------------|-------------------------------------|------|--------------|---------|
| <b>SOUTHAMPTON</b> |           |                     |                                     |      |              |         |
| 3                  | 0630/1630 | Azura               | Caribbean/ x                        | BA   | P&O          | 115,055 |
| 4                  | 0700/1700 | Adonia              | Caribbean/Atlantic Isles-Coast      | BA   | P&O          | 30,277  |
| 4                  | 0630/1630 | Oriana              | St Peter Port/Caribbean             | BA   | P&O          | 69,153  |
| 4                  | 0800/1600 | Saga Pearl II       | Northern Lights/Atlantic Isles      | M    | SAGA         | 18,591  |
| 5                  | 0800/1600 | Saga Sapphire       | Atlantic Isles/Palma-Istanbul       | M    | SAGA         | 37,301  |
| 6                  | 0800/2000 | AIDamar             | Zeebrugge/Amsterdam-Hamburg         | IT   | Aida Cruise  | 71,304  |
| 7                  | 0630/1630 | Boudicca            | Algiers-Malaga-Lisbon/Dover         | BE   | Fred Olsen   | 28,388  |
| 10                 | 0630/1630 | Venture             | West Mediterranean/Zeebrugge        | BA   | P&O          | 116,071 |
| 11                 | x / x     | Britannia           | Atlantic Isles/West Mediterranean   | BA   | P&O          | 141,000 |
| 12                 | 0630/1630 | Venture             | Zeebrugge/Lisbon-Valencia           | BA   | P&O          | 116,071 |
| 13                 | 0800/2000 | AIDamar             | Hamburg/Amsterdam-Hamburg           | IT   | Aida Cruise  | 71,304  |
| 18                 | 0800/1600 | Adonia              | Atlantic Isles/Bordeaux-La Corunna  | BA   | P&O          | 30,277  |
| 18                 | 0800/1600 | Saga Pearl II       | Atlantic Isles/ x                   | M    | SAGA         | 18,591  |
| 19                 | 0630/1630 | Azura               | x /Atlantic Isles & Lisbon          | BA   | P&O          | 115,055 |
| 20                 | 0800/2000 | AIDamar             | Hamburg/Le Havre-Hamburg            | IT   | Aida Cruise  | 71,304  |
| 22                 | 0530/1630 | Anthem of the Seas  | x /Vigo-Gijon-Le Havre              | BE   | RCI          | 167,800 |
| 23                 | 0630/1630 | Arcadia             | Dubai/Zeebrugge-Le Havre            | BA   | P&O          | 83,781  |
| 23                 | 0630/1630 | Aurora              | Caribbean/P Delgada-Lisbon          | BA   | P&O          | 76,152  |
| 24                 | 0600/1630 | Explorer of the Sea | x /Atlantic Isles                   | BE   | RCI          | 137,276 |
| 25                 | 0630/1630 | Ventura             | Lisbon/Vigo-Lisbon-Leixoes          | BA   | P&O          | 116,071 |
| 25                 | 0630/0700 | Adonia              | La Coruna/Lisbon-Tangiers           | BA   | P&O          | 30,277  |
| 25                 | 0800/1700 | Saga Pearl II       | x / x                               | M    | SAGA         | 18,591  |
| 25                 | x / x     | Britannia           | W Mediterranean/Norwegian Fjords    | BA   | P&O          | 141,000 |
| 26                 | 0630/1630 | Arcadia             | Le Havre/Messina-Adriatic           | BA   | P&O          | 83,781  |
| 26                 | 0800/1600 | Saga Pearl II       | x /Western Mediterranean            | M    | SAGA         | 18,591  |
| 27                 | 0800/2000 | AIDamar             | Hamburg/Amsterdam                   | IT   | Aida Cruises | 71,304  |
| 28                 | 0800/1800 | MSC Splendida       | Genoa-Cadiz/Le Havre-Hamburg        | PA   | MSC          | 137,936 |
| 30                 | 0530/1630 | Anthem of the Seas  | Vigo-Le Havre/Zeebrugge             | BE   | RCI          | 167,000 |
| <b>DOVER</b>       |           |                     |                                     |      |              |         |
| 2                  | 0700/1900 | AIDAcara            | Lisbon-Le Havre/Kiel Canal-Kiel     | IT   | Aida Cruises | 38,557  |
| 4                  | 0600/1800 | Braemar             | Nantes-Rouen/Harwich                | BE   | Fred Olsen   | 24,344  |
| 6                  | 0800/2000 | AIDAluna            | Amsterdam/Hamburg                   | IT   | Aida Cruises | 69,203  |
| 7                  | x /2000   | Boudicca            | Southampton/Lorient-Bilbao          | BE   | Fred Olsen   | 28,388  |
| 14                 | 0930/2100 | AIDAluna            | Amsterdam/Hamburg                   | IT   | Aida Cruises | 69,203  |
| 14                 | 0600/1800 | Boudicca            | Bilbao-Avies/Atlantic Isles & Coast | BE   | Fred Olsen   | 28,388  |
| 19                 | 0800/2000 | AIDAdiva            | Lisbon-Le Havre/Hamburg             | IT   | Aida Cruises | 69,203  |
| 28                 | 0800/2000 | Boudicca            | Atlantic Isles & Coast/round UK     | BE   | Fred Olsen   | 28,388  |
| 30                 | 0800/2000 | AIDAbella           | Malaga-Lisbon/Hamburg               | IT   | Aida Cruises | 69,203  |
| <b>HARWICH</b>     |           |                     |                                     |      |              |         |
| 4                  | x / x     | Braemar             | Dover/Hamburg-Amsterdam             | BE   | Fred Olsen   | 24,344  |
| 11                 | x / x     | Braemar             | Amsterdam-Antwerp/Amsterdam         | BE   | Fred Olsen   | 24,244  |
| 13                 | x / x     | Braemar             | Amsterdam/Aarhus                    | BE   | Fred Olsen   | 24,244  |
| 18                 | x / x     | Braemar             | Aarhus/Alicante-Malaga-Vigo         | BE   | Fred Olsen   | 24,244  |
| <b>TILBURY</b>     |           |                     |                                     |      |              |         |
| 2                  | 0900/1700 | Marco Polo          | Norwegian Fjords/round UK           | BE   | Cruise & Mar | 22,080  |
| 11                 | 0800/1600 | Marco Polo          | Round UK/Norwegian Fjords           | BE   | Cruise & Mar | 22,080  |

| Date                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Arr/dep   | Ship         | From/to                           | Flag | Operator       | GT     |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|--------------|-----------------------------------|------|----------------|--------|
| 18                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 0800/1800 | Marco Polo   | Norwegian Fjords/Norwegian Fjords | BE   | Cruise & Mar   | 22,080 |
| 23                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 0830/1630 | Astor        | Fremantle-Cape Town/round UK      | BE   | Cruise & Mar   | 20,606 |
| 25                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 0800/1600 | Marco Polo   | Norwegian Fjords/Norwegian Fjords | BE   | Cruise & Mar   | 22,080 |
| <b>AVONMOUTH</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |           |              |                                   |      |                |        |
| 10                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 1100/2000 | Azores       | Azores-Funchal/round UK           | PL   | Cruise & Mar   | 16,144 |
| 19                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 0800/1700 | Azores       | Round UK/Lisbon-Cadiz-Leixoes     | PL   | Cruise & Mar   | 16,144 |
| 30                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 0700/1700 | Azores       | Cadiz-Leixoes/Norwegian Fjords    | PL   | Cruise & Mar   | 16,144 |
| <b>DUNDEE</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |           |              |                                   |      |                |        |
| 5                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 0300/1230 | Magellan     | Newcastle/Norwegian Fjords        | x    | Cruise & Mar   | 46,052 |
| 12                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 0730/1830 | Magellan     | Newcastle/Norwegian Fjords        | x    | Cruise & Mar   | 46,052 |
| <b>FALMOUTH</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |           |              |                                   |      |                |        |
| 30                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | x / x     | Boudicca     | St Peter Port/Falmouth            | BE   | Fred Olsen     | 28,388 |
| 30                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 0800/1800 | Hamburg      | Lisbon/Dover-Hamburg              | BE   | Plantours      | 15,067 |
| <b>LIVERPOOL</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |           |              |                                   |      |                |        |
| 13                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | x / x     | Black Watch  | Atlantic Isles & Coast/Adriatic   | BE   | Fred Olsen     | 28,613 |
| <b>NEWCASTLE</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |           |              |                                   |      |                |        |
| 4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 0800/1700 | Magellan     | Norwegian Fjords/Norwegian Fjords | x    | Cruise & Mar   | 46,052 |
| 11                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 0800/1800 | Magellan     | Norwegian Fjords/Norwegian Fjords | x    | Cruise & Mar   | 46,052 |
| 18                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 0800/ x   | Magellan     | Norwegian Fjords/ x               | x    | Cruise & Mar   | 46,052 |
| <b>ST PETER PORT</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |           |              |                                   |      |                |        |
| 7                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 1000/1800 | Voyager      | Haugesund/ x                      | BE   | V of Discovery | 15,396 |
| 16                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 0700/1700 | Voyager      | x /Azores-Lisbon                  | BE   | V of Discovery | 15,396 |
| 27                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 0800/1900 | Sea Explorer | Casablanca/St Peter Port          | MI   | N Caledonia    | 4,200  |
| <b>VESSELS WITH MORE THAN ONE CALL ROUND UK &amp; IRELAND</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |           |              |                                   |      |                |        |
| <b>ASTOR</b> flag BE, Cruise & Maritime, 20,606grt: from Bremerhaven, Invergordon 25 0800-1800, Stornoway 26 0800-1900, Tobermory 27 0800-1600, Dublin 28 0800-1745, Scilly Isles 29 0730-1430, to Tilbury, Bremerhaven                                                                                                                                                                                                                                                                                                                                                         |           |              |                                   |      |                |        |
| <b>AZORES</b> flag PL, Cruise & Maritime, 16,144grt: Avonmouth 10 x -2000, Tobermory 12 0800-1700, Stornoway 13 0700-1900, Kirkwall 14 0800-1700, St Peter Pt 17 0800-1700, Scilly Isles 18 0700-1700, Avonmouth 19 0800-1700, to Lisbon                                                                                                                                                                                                                                                                                                                                        |           |              |                                   |      |                |        |
| <b>HEBRIDEAN PRINCESS</b> flag GB, Hebridean Island Cruises, 2,112grt: from Oban, Ballachulish 1, 20am, Loch a'Choire 2, Colonsay 3, 24, Salen 4, 19am, Iona 5am, 25, Ulva 6am, 13, Tobermory 6pm, 19pm, Oban 7, 14, 21, 28, Rhum 8, Sheldalga 9am, 16am, Gairloch 9am, 16pm, Ullapool 10, Raasay 11, Elgg 12am, 26pm, Muck 12pm, 26, Portree 15, Plockton 17am, Kyle of Lochalsh 17pm, Armadale 18am, Inverie 18pm, Fort William 20pm, Loch Caolisport 22am, Loch Sween 22pm, Jura 23am, Port Ellen 23pm, Tiree 25pm, Craignure 27, Canna 29, Barra 30am, Isle of Eriskay 30pm |           |              |                                   |      |                |        |
| <b>MARCO POLO</b> flag BE, Cruise & Maritime, 22,080grt: Tilbury 2 0900-1700, Kirkwall 4 0800-1800, Tobermory 6 0800-1800, Dublin 7 0800-1800, Scilly Isles 8 0800-1800, St Peter Port 9 0800-1800, Tilbury 11 0800-1600, to Norwegian Fjords                                                                                                                                                                                                                                                                                                                                   |           |              |                                   |      |                |        |
| <b>SEA EXPLORER</b> flag MI, Noble Caledonia, 4,200grt: Portsmouth 27 x /1900, St Peter Port 28 x / x, Sark & Alderney 29, Scilly Isles (Tresco) 30, to Scilly Isles (St Martin)                                                                                                                                                                                                                                                                                                                                                                                                |           |              |                                   |      |                |        |
| <b>FLAG CODES</b> BA Bermuda, BE Bahamian, GB British, IT Italy, M Malta, MI Marshall Is, PA Panama, PL Portugal                                                                                                                                                                                                                                                                                                                                                                                                                                                                |           |              |                                   |      |                |        |
| <b>NOTES</b> x time/details not known                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |           |              |                                   |      |                |        |



This month's mystery ship is a small coaster, with Cliff, the first part of the name, visible on the stern above her London port of registry. So what was her full name? She is alongside a wharf with numerous cranes, but where is this? Can you provide further details of the ship itself? Which company was she

operated by? When and where was she built? Where did she operate, and what was her fate?

• Send answers, including a postal address, by email to [sm.ed@kelsey.co.uk](mailto:sm.ed@kelsey.co.uk), or by post to Mystery Ship, Ships Monthly, Kelsey Publishing, Cudham Tithe Barn, Berrys Hill, Cudham, Kent TN16 3AG. Emails preferred.

## February's mystery ship

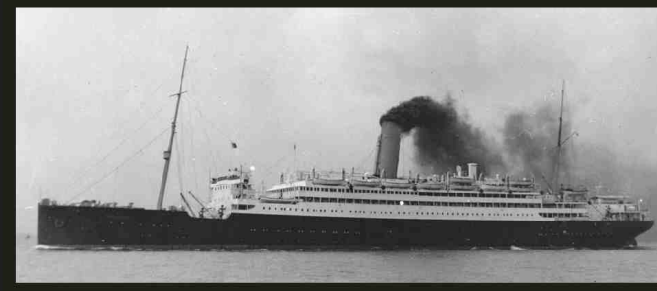
The mystery ship is the Royal Mail liner Atlantis (15,363grt), built as Andes by Harland & Wolff, Belfast and completed in September 1913. During World War I she served as an Armed Merchant Cruiser and then operated on the route for which she was built, UK to South America east coast, for ten years.

In 1929 she was withdrawn from this service and refitted as a cruise ship, given an all-white hull (previously black) and renamed

Atlantis. The Government took her over in 1939 and she served as a hospital ship throughout World War II. In 1948 she became an immigrant carrier to Australia and New Zealand and was sold for breaking at Faslane in 1952.

She was one of nine very similar ships. In fact, five of them were almost identical, so I may not be quite right, but Atlantis outlived all the others by many years.

Peter Sommerville, Greenock





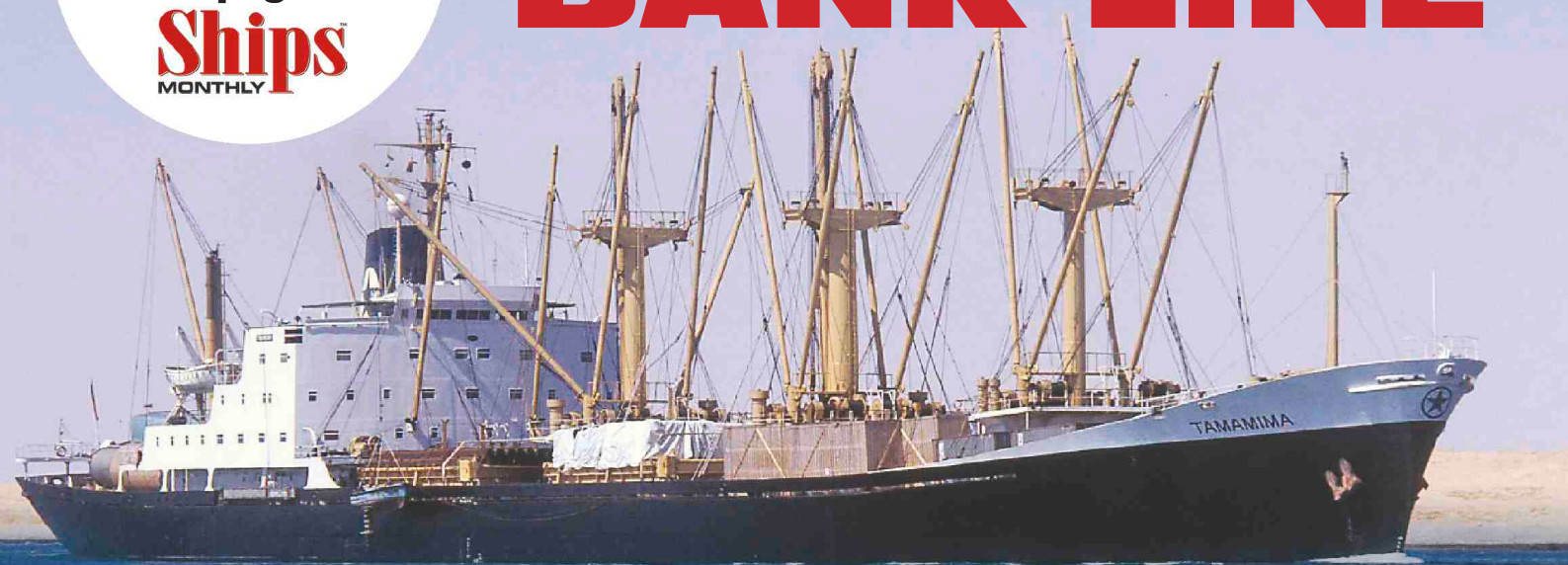
**on sale**

**20 March 2015 To  
subscribe  
turn to page 20**

**Ships**  
MONTHLY

# next issue

## BANK LINE



Bank Line's post-war fleet expansion was exceptionally impressive, providing a steady stream of new general cargo ships which became admired throughout the world.



### **CAP SAN AUGUSTIN**

Profile of the new container ship Cap San Augustin, first in the Cap San class and the largest vessels in Hamburg Süd's fleet, which currently comprises of 43 owned and 65 chartered vessels.

### **PLUS**

**TOR TWINS** Tor Britannia raised the North Sea ferry bar in May 1975 and was joined by sister Tor Scandinavia in 1976. Russell Plummer traces the 40-year careers of the iconic pair.

## **DIGITAL 'MARINE NEWS' NOW IN FULL COLOUR**

The World Ship Society's monthly journal 'Marine News' has been the enthusiast's best source of shipping news for 65 years. Now available in full colour to members as a PDF delivered by e-mail, it is cheaper, delivered earlier and more up to date. Digital membership of World Ship Society costs just £20 per year and for that annual subscription, you get all the other benefits of membership: branch activities, significant price reductions on other Society publications, photographic offers as well as access to unrivalled information facilities. Get a trial digital copy of 'Marine News' by emailing your name and address to [membershipsecretary@worldshipsociety.org](mailto:membershipsecretary@worldshipsociety.org) or write to the Membership Secretary, World Ship Society, 17 Birchdale Road, Appleton, Warrington, Cheshire WA4 5AR (UK) and see how for just £20, membership of the World Ship Society can greatly enhance your knowledge of world shipping.

**NEW DIGITAL FULL COLOUR SUPPLEMENT TO 'MARINE NEWS' DELIVERED AS A PDF BY E-MAIL EVERY MONTH WITH YOUR DIGITAL COPY OF 'MARINE NEWS'**

The new digital supplement to 'Marine News' has been introduced to allow publication of supplementary photographs, fleet Lists & long feature articles covering modern and historical subjects. The monthly Digital Supplement takes nothing from the main journal and is a bonus. The July 2014 digital supplement consists of 42 pages and contains: (a) an illustrated Fleet List and History of AMBROSE, DAVIES & MATTHEWS Ltd of Swansea and (b) 45 supplementary photographs grouped under the title of the news section in which they occur in 'Marine News' (28 – Sales transfers & renamings, 1 casualty, 2 demolitions, 6 new ships and 8 warships).

**WORLD SHIP SOCIETY MEMBERSHIP HAS NEVER BEEN BETTER VALUE**





**NEW** Ships off the Eastern Wight 2  
Volume 2 filmed from Cowes and Ryde  
including P&O 175 and 3 Queens - 1hr 40 mins **NEW**

**ALSO AVAILABLE**

Ships of Southampton Water - 1hr 31mins  
Ships of Southampton Water 2 - 2hrs  
Ships off the Eastern Wight - 1hr 45 mins  
Ships of Portsmouth Harbour - 1hr 45mins  
Ships of the Dorset Ports - 1hr 37mins  
Ships of Cornwall - 1hr 57mins  
Ships of Dover & Ramsgate - 1hr 58mins  
Ships of South West Scotland - 1hr 57mins

All DVDs are £14.95 post free from Colin Hall Top Floor, Charford Manor, Breamore, Fordingbridge, Hants, SP6 2DS

Or through our website [www.colin-hall-publishing.co.uk](http://www.colin-hall-publishing.co.uk)  
See website for more information on these and our bus and train DVDs

[www.colin-hall-publishing.co.uk](http://www.colin-hall-publishing.co.uk)

**TO ADVERTISE CALL  
TALK MEDIA SALES  
ON  
01732 445325**

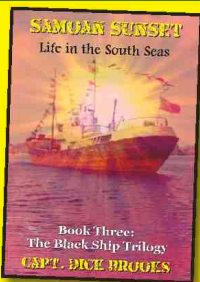
# Ships Corner

**To Advertise: Telephone 01732 445325**

**Please read my new book**  
**'Samoan Sunset' by Cpt Dick Brooks.**  
Published by Amazon on Kindle.  
Code: B00PBCWF78

*Book Three in the Black Ship Trilogy.  
Life in the South Seas.*

Tel: 01473 421 742 or  
email: [dick.brooks@hotmail.co.uk](mailto:dick.brooks@hotmail.co.uk)



**BOOKS**

**MARITIME BOOKS FOR SALE, RARE AND SECONDHAND, ALL ASPECTS.** Free bi-monthly catalogues from Terry Smith, 62 Chapelfield, Freethorpe, Norwich, NR13 3LY. Tel: 01493 700004. Email: [terence.smith578@btinternet.com](mailto:terence.smith578@btinternet.com)

**FOR SALE**

**SHIPS MONTHLY MAGAZINES**  
Back issues from October 1988 to 1996 and 2007 to 2013.

**WARSHIPS INTERNATIONAL MAGAZINES**  
Back issues from 2010 to 2012  
All in good condition, offers.

**Tel: 07530 929339**

**FOR SALE**

**1980's P&O memorabilia**

*Including,*

Canberra Capital  
Adventure board game  
[1 of 5 made] Farewell  
ORIANA cans of Fosters,  
uniform and T-shirts. Also  
available 50+ hardback  
books [Liner and warship]  
Small items, P&O and RN.



**For more info contact Steve at [swickham2003@yahoo.co.uk](mailto:swickham2003@yahoo.co.uk)**

**07802824642**

**MODELS**

**BLUE FUNNEL LINERS ONE EIGHTH SCALE (196).** fully rigged. Name of the three ships, Valarde, Theseus, Machaon. All glassed cased very attractive. Please call for price UK or Ireland 07751554741.



**Caledonian Cruises**  
**Caledonian Canal, Loch Ness & Inner Hebrides**

3 & 4 night cruises  
or tailor made private charters  
April to October

[www.caledoniancruises.com](http://www.caledoniancruises.com)  
or call 01983 299395

**MODELS**

**VOSPOR THORNEYCROFT** cased War Ship models 1980's, 2 feet to 6 feet long from £250. Tel: 02380 227458

**PHOTOTRANSPORT**



Superb quality colour prints from the Don Smith Collection from the 1930s to present day of passenger/cruise/cargo vessels, tugs and warships. Print sizes up to 18"x12"

**For list and sample please send £3.95 to Mr D. Smith, 53 Wharf Road, Wormley, Herts. EN10 6HZ**  
Email: [mail@phototransport.com](mailto:mail@phototransport.com)  
Please mention Ships Monthly when responding  
View our new website:  
[www.phototransport.com](http://www.phototransport.com)

**TO ADVERTISE CALL TALK MEDIA  
SALES ON 01732 445325**

**FOR SALE**

**SHIPS MONTHLY IN BINDERS**  
**1990 - 2001 complete sets**  
Offers welcome  
**Please call Derek Gibson on 07855 854 598**



# A view from the Bridge



**Captain Eugene Favier, master of the Hull-Rotterdam ferry Pride of Hull, talks to Nicholas Leach about his career, his ship and working on the North Sea.**

## When did you start your career at sea?

I went to sea in 1987 after four years at the Nautical College in Rotterdam: two years at school, one year apprenticeship and one year back at school. My apprenticeship was on the tanker Jo Cypress, and we sailed three times round Africa from Rotterdam, including going through the Suez Canal.

## How did your career progress?

As there were few jobs, I drove round Rotterdam shipping companies looking for work and ended up with the heavy lift company Kahn Shipping, flying to Miami as a sailor, as they needed a Second Mate, and I got the job. I worked for four years with that company sailing round the world wherever the work was, working five months on with only a month off. As I wanted more regular employment, I answered an advert

with North Sea Ferries. I had an interview and was offered a job straight away on the freighter Norcape from Ipswich-Rotterdam.

## What was your first command?

I worked on North Sea Ferries and subsequent companies, including P&O North Sea Ferries, and was involved with Pride of Hull and Rotterdam when they were being built. I was based in Italy during the building of Pride of Rotterdam and sailed on her as Chief Officer while training to be Master, so my first Master's role was on Pride of Rotterdam. I have switched round various ships lately, being on Pride of Bruges, Pride of Rotterdam and also Pride of Hull. I am the flexible Master and work on the different ships to maintain my pilot's exemption for the various ports.

## What specialist knowledge do you need to work on this ship?

Experience of the ports and the North Sea is crucial, but mainly of the ships, as they are fairly complicated and require a lot of knowledge of their operations. Manoeuvring can be challenging because of the huge amount

of windage, and that kind of knowledge comes best from experience.

## What are the ship's crewing arrangements?

We have about 150 crew: 110 in the hotel services department, 15 in the deck department and the rest engineers and officers. I am currently the only Dutch master who works on Pride of Hull, as all the other masters are British.

## What shifts do you and the crew work? Where are the crew from?

The shifts we work are two weeks on, two weeks off for the officers and European personnel; the Portuguese, who make up the majority of the hotel staff, work two months on and one month off, as do the Filipino crew

## Which is your favourite ship?

I have sailed on various P&O freighters as master and like them all, so do not really have a favourite. Each ship has her own characteristics, and you have to make the best of each.

## What is the best advance that you have seen during your time?

AIS is the best invention, as we can communicate so much more easily with other ships, as well as being more aware of which ships are around. This is particularly helpful, as the North Sea is so busy, and the approaches to the ports can be very busy as well. **SM**



**ABOVE** The engine control room.



**ABOVE** One of the ship's main engines.



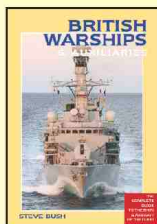
On the bridge.



## MARITIME BOOKS - OUR NEW TITLES

### BRITISH WARSHIPS & AUXILIARIES 2015/16

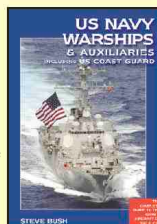
The fully revised and updated well respected guide to the ships, aircraft and weapons of the fleet. Over 80 colour photos. Complete with pennant numbers and silhouettes. Now expanded to include Royal Marine Craft and Border Agency vessels.



P/B £9.99

### US NAVY WARSHIPS & AUXILIARIES 3rd EDITION

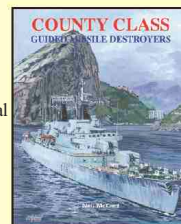
Updated for 2015, this is the 3rd Edition of this pocket sized guide to the ships, submarines and aircraft of the US Navy, Military Sealift Command and Ready Reserve Fleet. It also includes the ships & aircraft of the USCG. In full colour with over 150 photos. 224 pages.



P/B £13.99

### COUNTY CLASS GUIDED MISSILE DESTROYERS

When they first appeared in the 1960s these ships were unlike any destroyers that had gone before - the County class brought the Royal Navy into the missile age! This lavishly illustrated volume charts the career of all eight ships from design, through launch and throughout their service careers.



H/B £25.00 - order direct for just £20.00

## OUR LATEST BARGAINS HUNDREDS MORE AT WWW.NAVYBOOKS.COM

**200 KNOTS** (Budworth) Over 200 knots shown in 1200 step by step photographs. Boxed set includes 6 ropes and cords to help perfect your skills. **Now £9.99**

**ATTENTION ALL SHIPPING** (Connelly) Once a Radio 4 Book of the Week it takes you on a journey round the shipping forecast. **p/b Was £9.99 Now £5.99**

**BAND OF BROTHERS** (David Phillipson) Boy seamen in the Royal Navy. **p/b Was £7.99 Now £4.99**

**BLUE WATER EMPIRE** (Holland) The British in the Mediterranean since 1800. **Was £25.00 Now £15.00**

**CLIPPERS, PACKETS & MEN O'WAR - The Tall Ship in Art** With more than 100 paintings, this book offers some of the finest work of five of Britain's foremost marine artists, masters of the tall ship genre. **p/b Was £20.00 Now £11.99**

**CONVOY SC122 & HX229** (Middlebrook) Convoys SC122 and HX229 sailed from New York in 1943, Dönitz deployed 42 U-boats to trap those two convoys. Twenty-one merchant ships were sunk in the ensuing battle. It was a major turning point in the Battle of the Atlantic. **Was £14.99 Now £9.99**

**DAILY TELEGRAPH BOOK OF NAVAL OBITUARIES** 100 biographies which were published in the *Daily Telegraph* in the past 18 years including Commander Peter Gretton and Bill Sparks. **p/b Was £10.99 Now £5.99**

**DOWN SOUTH - A Falklands War Diary** (Chris Parry) For ten weeks, from the outbreak of hostilities to the Argentinian surrender and beyond, Chris Parry kept a daily diary which recounts in extraordinarily vivid detail the action at sea, on the ground and in the air, as well as daily life onboard ship. **Was £20.00 Now £15.00**

**THE END OF GLORY - War & Peace in HMS HOOD 1916-1941** (Taylor) Through official documents as well as the personal accounts of more than 150 crew, this book offers a vivid image of the face of naval life and battle. A brilliant behind-the-scenes expose of a warship in peace and war. **Was £21.99 Now £14.99**

**FEARLESS & INTREPID 1965-2002** Twelve chapters covering the careers of both ships through each year of their service. **Was £24.00 Now £7.99**

**FINAL VOYAGE** (Jonathan Evers) Everyone knows the story of the TITANIC, but in terms of loss of life that catastrophe doesn't even figure as one of the 50 worst maritime disasters of the last 300 years. With disasters from all over the world, here are stories of the people as well as the ships. **p/b Was £8.99 Now £5.99**

**HIGH SEAS TO HOME** The previously unpublished letters of Royal Navy Coder Cliff Greenwood written from 1943-45 from his training camps and from the frigate HMS BYRON. **p/b Was £14.99 Now £9.99**

**HISTORIC SHIPS - The Survivors** The story of the small vessels listed in the National Register of Historic Ships, many of which can be visited today, is covered in this well illustrated book. **p/b Was £16.99 Now £8.99**

**HMS HERMES 1923 & 1959** The comprehensive histories of the two aircraft carriers named HERMES. **Was £24.00 Now £7.99**

**HMS INVINCIBLE** The career of the first of the RN's new generation of aircraft carriers. Well illustrated with a special colour section. **Was £19.95 Now £7.99**

**HOSTILITIES ONLY - Training The Wartime Royal Navy** (Lavery) Using eyewitness accounts it recounts the experiences of men and women plunged into a challenging and unfamiliar environment. **p/b Was £12.99 Now £9.99**

**IF IT MOVES SALUTE IT!** (Perris) Confessions of a 1950s Royal Navy Conscript. **p/b Was £12.99 Now £7.99**

**INTO THE JAWS OF DEATH** (Robert Lyman) The True Story of the Legendary Raid on Saint-Nazaire. **Was £23.00 Now £9.99**

**MERCHANTMEN IN ACTION** (Martin) Evacuations and landings by merchant ships in the Second World War. **Was £20.00 Now £8.99**

**NAUTICAL TRAINING SHIPS** (Carradice) The story of the ships that helped keep Britain a maritime nation from their foundation to their decline in the latter years of the 20th century. **p/b Was £17.99 Now £9.99**

**MINIATURE SHIP MODELS** (Paul Jacobs) The first comprehensive history of ship models in 1:200/1:1250 scale. Dealing with more than off the shelf models, covering issues like painting, modifying and diorama settings, and is illustrated throughout with many examples of the genre. **Was £35.00 Now £25.00**

**OPERATION SUICIDE** (Robert Lyman) The remarkable story of the Cockleshell Raid where British canoeists wreaked havoc on the German shipping in Bordeaux. **Was £18.99 Now £9.99**

**READY FOR ANYTHING - The Royal Fleet Auxiliary 1905-1950** (Puddefoot) Combines a history of the service, including many little-known wartime operations, with data on the ships, and personal recollections. **Was £27.00 Now £15.00**

**SEA SCOUTING - A History** (Roy Masini) Commemorating its centenary year, this is the first history of Sea Scouting to be published. **Was £30.00 Now £12.99**

**SECRETS OF THE CONQUEROR** (Prebble) The untold story of the submarine which sank the cruiser BELGRANO and her very secret exploits off the Russian coast. **Was £20.00 Now £9.99**

**SHIP STEWARD'S HANDBOOK** (Trayner & Plumb) First published in the 1950s as an aid for stewards in the Merchant Navy this book is packed with all sorts of fascinating facts and tips, evoking the heyday of the passenger liner. **Was £7.99 Now £3.99**

**SINK THE BELGRANO** (Rossiter) A definitive retelling of the sinking of the BELGRANO - one of the most dramatic moments of the Falklands conflict. With unprecedented access to sailors from the BELGRANO and HMS CONQUEROR. **Was £19.99 Now £9.99**

**SWAN HUNTER** (Williams/de Kerbrech) From the 'Glory Days' series this book celebrates this legendary name in shipbuilding. Well illustrated. **Was £16.99 Now £7.99**

**TELL IT TO THE MARINES** (Ed. McConville) A very humorous collection of anecdotes and stories from the Royal Marines. **Was £10.95 Now £2.95**

**THE COLOSSUS-CLASS AIRCRAFT CARRIERS 1944-1972** For the first time in one volume, here are the comprehensive histories of the eight light fleet aircraft carriers of the Colossus Class, from commissioning to the end of their service with the Royal Navy. Including 140 good quality photographs. **Was £24.00 Now £7.99**

**THE FOURTH FORCE** (Geoff Puddefoot) The untold story of the Royal Fleet Auxiliary since 1945. Predominantly about the men and women of the RFA and their stories, this book charts the revolution that has overtaken the RFA since the end of the Second World War. **Was £27.00 Now £15.00**

**THE ROYAL NAVY AND POLAR EXPLORATION Vol 2** (Coleman) The story of the Royal Navy's involvement in polar exploration including the doomed expedition to find the North West Passage. **p/b £25.00 Now £15.00**

**THE ROYAL YACHT BRITANNIA - The Official History** (Johnstone-Bryden) Copiously illustrated with over 250 photographs and artworks, this volume features first hand accounts from members of the Royal Family, the Royal Household, the Yacht's ships company, shipbuilders and the preservation team. **Was £28.00 Now £19.99**

**THREE ARK ROYALS** This is the first book to tell the full stories of the last three ARK ROYALS in detail; the wartime ARK which saw so much action in the first two years of the Second World War; the ARK of the 1950s, 60s and 70s which, during the years of intense antagonism between the superpowers, projected British maritime air power all over the world; and the last ARK ROYAL which was controversially withdrawn from service in 2011 and towed to Turkey for scrapping in 2013. **Was £23.00 Now £15.00**

**THUNDERER - Building A Model Dreadnought** (William Mowll) One of the Super Dreadnoughts THUNDERER was the third of the Orion class battleships. In this detailed step-by-step manual every aspect of the building is covered. **Was £28.00 Now £18.00**

**TRACING YOUR NAVAL ANCESTORS** (Fowler) Indispensable, introduction to researching the Royal Navy. Information on all the major archives, museums, books and websites. **p/b Was £13.99 Now £7.99**

**TRAFALGAR - The Mammoth Book of How It Happened** The Battle of Trafalgar, 21 October 1805, is a legendary day in the great age of fighting sail. It proved one of the most strategically significant victories of all time and set the seal on British supremacy at sea which lasted until the age of air power. This is the fullest ever collection of eyewitness reports. **p/b Was £7.99 Now £4.99**

**U-BOAT ATTACK LOGS** (Morgan/Taylor) A comprehensive account of the sinking of every warship by a U-boat. This book is the product of ten years research in the archives of all the navies involved and offers significant new information on many of the most famous incidents. Each entry is backed with a list of sources consulted, and illustrated with a selection of rare and carefully chosen photos from collections around the world. **Was £50.00 Now £25.00**

**WARSHIPS AND WARSHIP MODELLING** This book offers an overview of the design & development of modern warship types with detailed chapters on scale modelling. With over 300 superb photographs. **Now £8.99**

Our prices include UK P&P. Overseas customers will be charged postage at cost. Please order by credit card



**Maritime Books**

Lodge Hill, Liskeard, Cornwall, PL14 4EL

Tel: 01579 343663

Website: [www.navybooks.com](http://www.navybooks.com)

E-mail [sales@navybooks.com](mailto:sales@navybooks.com)





## SHIPS IN FOCUS – RECORD 60

**Record 60** includes South West Scenes: 5. Par and Charlestown, Fleet in Focus: Southern Railway ships (Pt.2), Bank Line: the Final Years, Publisher's Pick – a selection of photos from 1960s and 1970s, Instone: Coal and Ships and Planes, *Belgia/Empire Bell* of 1930 plus the usual regular features and index to issues 57 to 60, s/b 64pp £8.50 plus postage £1.50 UK. £2.50 elsewhere.

**WHY NOT  
TAKE OUT A  
SUBSCRIPTION?  
FOUR ISSUES  
£35.00 UK £38.00  
ELSEWHERE**

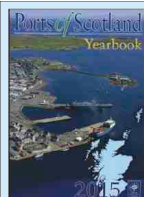


# SHIPS IN FOCUS PUBLICATIONS

**John and Marion Clarkson 18 Franklands, Longton,  
Preston PR4 5PD Phone 01772 612855**

A selected range of maritime books from quality publishers economical postal charges secure packing prompt service. Payment must accompany all orders and from overseas must be in Sterling with cheques payable to Ships in Focus. Remittances can be made by Maestro, Switch, Mastercard, Visa/Delta. We require card number, valid from and expiry dates, last 3 figures of security code, issue number on Maestro cards and customer's name as on card. We also accept payment by PayPal. Orders accepted by phone if payment by credit card or PayPal. Postage: UK orders up to £20 add £2.00, £20-£50 add £3.50, over £50.00 free. Overseas orders by seamount: Europe/North America 10% of total cost of books, elsewhere 5%, both with a minimum of £4.50. Airmail at cost.

All the titles listed below are now available on our website [www.shipsinfocus.com](http://www.shipsinfocus.com)

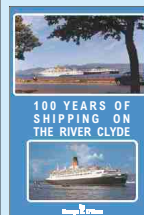


**PORTS OF  
SCOTLAND  
YEARBOOK  
2015 s/b  
208pp £25.00**



**NEDERLANDSE  
KOOPVAARDIJSCHEPEN IN**

**BEELD (Ships in pictures) SEATRADE 2** Dick Gorter Latest in the series, excellent colour photos throughout which far outweigh text/captions being in Dutch h/b 360pp £24.00

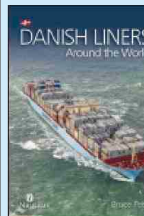


**100 YEARS OF SHIPPING ON  
THE RIVER CLYDE** George C O'Hara over 200 photographs including many not previously published, of ships, shipyards, docks and river and port scenes, includes 18 photos of RN ships cracking book A4 s/b £9.99

**P&O – Orient Liners of the  
1950's and 1960's** William H Miller s/b 128pp £19.50



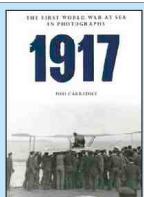
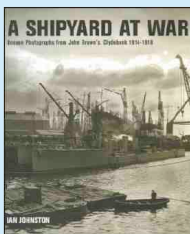
**HER HOME  
THE ANTARCTIC** The Royal Research Ship John Biscoe Trevor Boulton well illus. b&w and colour s/b 160pp £17.99



**By Ro-Ro  
to the Baltic** Barry Mitchell voyage to the Baltic and back in 1979 on *Baltic Enterprise* s/b A5 174pp £10.95

**Now available:  
DANISH LINERS AROUND THE  
WORLD** Bruce Peter Danish shipping companies involvement in international liner shipping, includes histories of some major Danish companies 304pp h/b £39.50

**A SHIPYARD AT WAR** Unseen photographs from John Brown's Clydebank 1914-1918 Ian Johnston. Superb photos with captions mainly naval but some merchant tonnage h/b 192pp £28.00



**THE FIRST WORLD WAR AT SEA IN  
PHOTOGRAPHS 1914** Phil Carradice 128pp s/b £14.99, also 1915 £14.99, 1916 £14.99 and 1917 £14.99  
**THE SECOND WORLD WAR AT  
SEA IN PHOTOGRAPHS 1939** Phil Carradice 128pp s/b £14.99, also 1940 £14.99 and 1941 £14.99

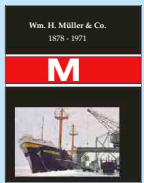
**TUGS IN CAMERA D & B McCall** A4 size portrait format, with one colour photo per page each with detailed caption h/b 96pp £18.50



**CRUISE SHIPS  
5th Edition** William Mayes h/b £24.00

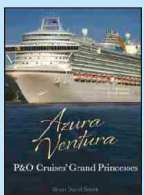
**DANSKE DERIER**

**Volume 15** Vendila, Bergmann and Aarhus Spg Co., h/b £29.50

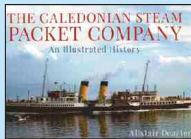


**WM H MULLER  
& CO / BATAVIER  
LINE 1878 TO 1971** with VIANDA LINE h/b £21.00 also **DAMMERS  
& VAN DER HEIDE** Scheepvaart en Handelsbedrijf 1945-1988 £21.00

**FOLKESTONE FOR  
THE CONTINENT** 1843 – 2001 John Hendy 128pp h/b £21.50 our price £21.00

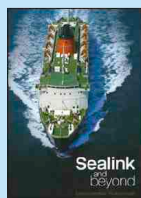


**AZURA & VENTURA** P&O Cruises' Grand Princesses Brian David Smith 128pp h/b £19.50 our price £19.00

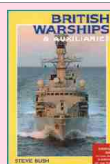


**SEALINK  
AND BEYOND** Matthew Murland and Richard Seville 256pp h/b £24.50 our price £24.00

**CALEDONIAN  
S.P. COMPANY** An Illustrated History Alistair Deayton 128pp s/b £19.50



**From Maritime Books:**  
**BRITISH WARSHIPS AND AUXILIARIES** 2015/2016 Steve Bush s/b 120pp £8.99  
**US NAVY WARSHIPS AND AUXILIARIES** 3rd edition Steve Bush s/b £12.99  
**COUNTY CLASS GUIDED MISSILE DESTROYERS** N McCart 224pp h/b £25.00



## Ships in Focus titles reduced:

Shaw Savill's Magnificent Seven £25.00 now £21.00  
William Robertson/Gem Line was £21.00 now £18.00  
J and C Harrison was £19.00 now £16.00  
Records 35/40 £7.50 now £3.75 each

## Rix Shipping

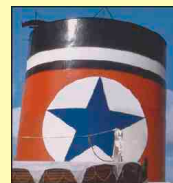
**Graham Atkinson and John Rix**

A hardback book with 96 pages and priced at £27.50 'Rix Shipping' may be obtained direct from ourselves, the publishers, at £23.00 plus post and packing £3.50 (UK) or £4.50 elsewhere.

## BLUE STAR LINE A Fleet History

**Tony Atkinson**

Blue Star Line was one of the most prominent and best loved of British liner companies. In its heyday it operated some of the world's finest cargo liners, whose majestic appearance was enhanced by highly distinctive funnel colours. Blue Star ships had a distinguished record during the Second World War, involved in some of its most hard fought campaigns. As publishers we are delighted to offer what we believe will come to be regarded as the definitive history of this iconic line.

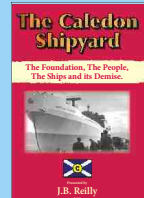


'Blue Star Line – A Fleet History' was published in December and is available at £37.00 plus post and packing, £3.50 UK and £4.50 elsewhere.

**AVAILABLE DIRECT FROM  
SHIPS IN FOCUS AT SPECIAL  
PRICE OF £30.00 PLUS P&P**

## THE CALEDON SHIPYARD,

The Foundation,  
The People,  
The Ships  
and  
It's Demise.  
J.B.Reilly.  
s/b £25.00



## OPEN DAYS

will be held at 18, Franklands  
from 10.00 am to 3.30 pm  
4th April and 6th June 2015  
We will have a large selection of  
books available at:  
**Ocean Liner Show,**  
Southampton 3rd May 2015  
and  
**World Ship Society AGM**  
Bristol 15/16th May 2015.  
We will not be present at any  
"Ship Shows"